RAILROAD

SEPTEMBER, 1967

MAGAZINE 50¢

ENGINE DISPATCHER

by WILLIAM A. COLFER

RAILROAD SALOON

by GILBERT A. LATHROP

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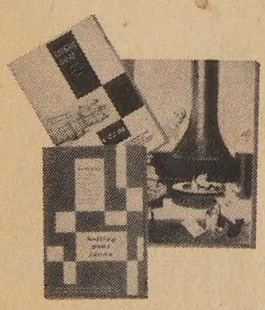

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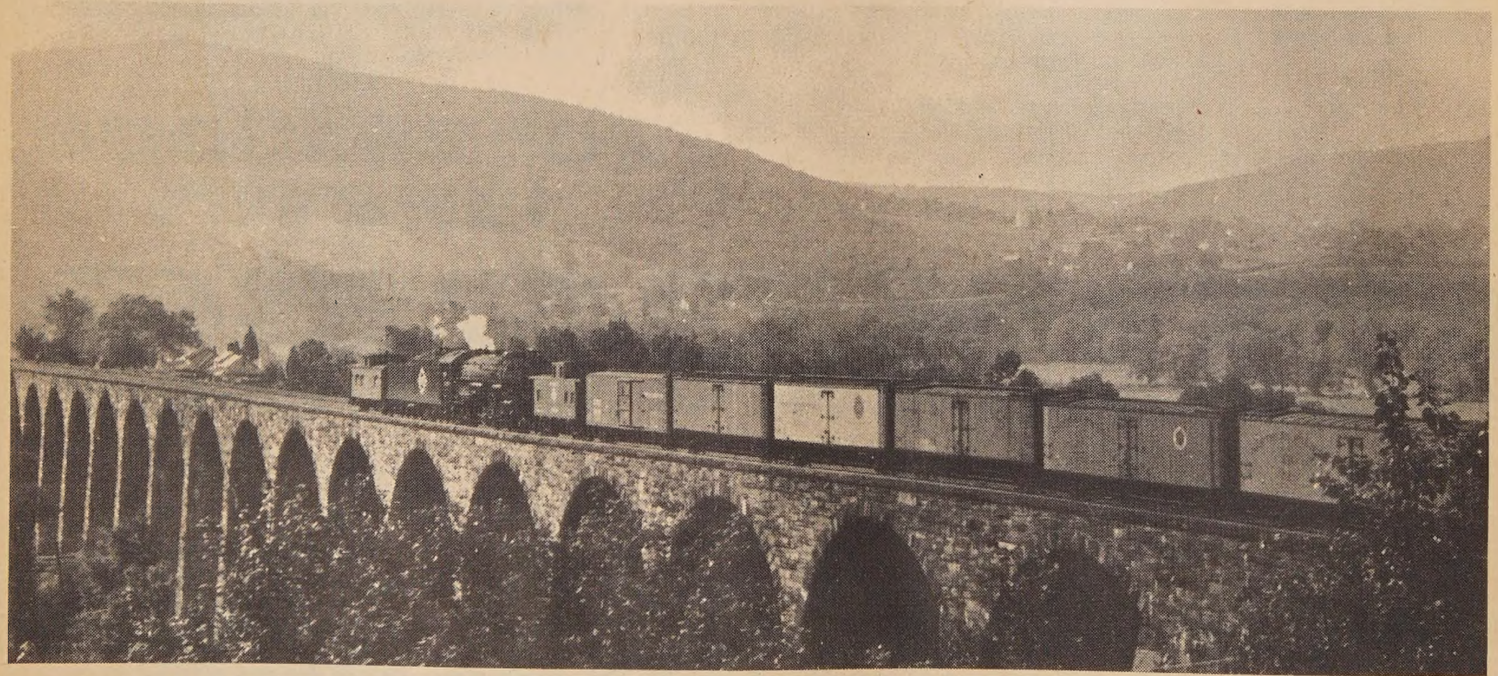
Aug. 24, 1941: Berkshire pusher engine 3370, class S-3, on rear of 89 cars of Erie freight on Starrucca Viaduct at Lanesboro, Pa. The head engines were 4025 Santa Fe type, class R-1, and 2-8-4 type 3359, class S-3.

Photograph by Robert F. Collins



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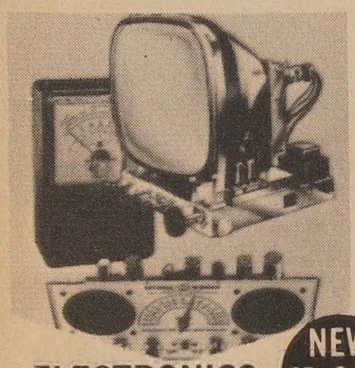

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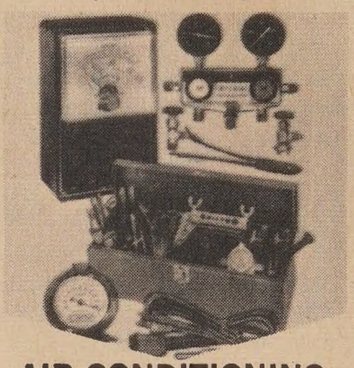

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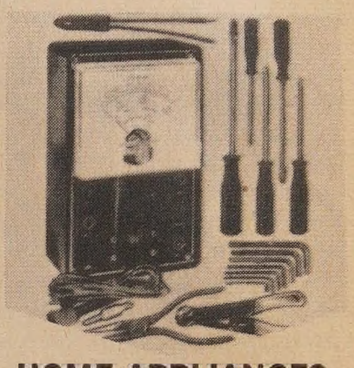

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THE MAIL CAR

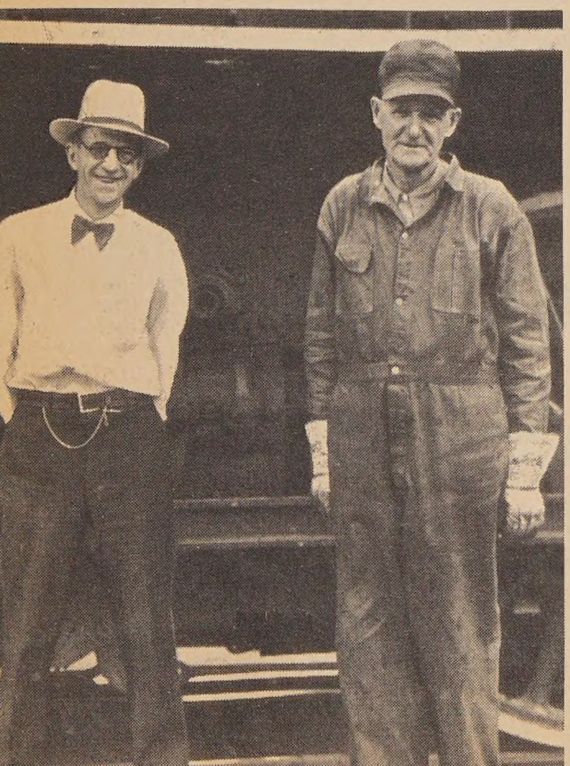
where editors and readers meet

OUR front cover shot of Canadian National 4-8-4 type No. 6218 on a fantrip crossing the Winooski River near Georgia, Vt., was taken May 22, 1966, by Jim Shaughnessy, 478 Eighth Avenue, Troy, N.Y.

Next month's full-color cover will show steam locomotive builders' plates, illustrating a hobby article that Edison H. Thomas is writing for us. Also coming soon are features on Nashville's famous old Union Station, a city-owned railroad (New Orleans Public Belt), and all you want to know about switch keys in practical use and as collectors' items, including the gold-plated Southern Pacific key that the late Lucius Beebe had made especially for John W. Barriger, president of the Katy. ●

REGARDING his true tale, "Railroad Saloon," Gilbert A. Lathrop tells us that Ruby, the subject of the nude painting in La Veta bar, eventually married one of her love-customers at "Irish Annie's place" and became respectable. Our author worked for many years in Rio Grande engine service, switched over to the Western Pacific, and now, at age 72, is living happily in retirement at 332 Monte Vista, Yuma, Arizona 85564. We published Gil's first article, "Highwheeling the *Panoramic*," in September, 1930. Since then he has sold us a large number of fact and fiction pieces, mostly about narrow-gage railroading. ●

Rio Grande railman: Gilbert Lathrop, author of "Railroad Saloon," and his father, the late Lewis R. Lathrop.



ENGINE DISPATCHER. The first story ever written by William Colfer (page 48) is based on his own experience as an engine dispatcher on the Burlington at McCook, Neb., a division point. He was only 18 then.

"I held that job for a year," he tells us, "and met some of the characters since depicted in my story. What impressed me most about enginemen in the Steam Age was that they literally ate, drank, slept, and lived for the railroad. It was their life."

Bill began railroading in July, 1929, when the Burlington was handling an abnormally large grain movement.

"The rush of those first few months was terrific," he says. "I soon learned what an engine report was, and how to mark up the board, which was a flexible timetable plus information on the movement of all engines and their crews. It was valuable experience. Besides hoggers and firemen, I became acquainted with roundhouse workers, foremen, machinists and their apprentices, pipe-fitters, steam-fitters, helpers, inspectors, fire-builders, and wipers—all of whom helped to service engines."

In August, 1930, Bill was bumped off the job by lack of seniority. He took up law and is now practicing in Omaha, where he lives. On an impulse, he delved into the remote past to write "Engine Dispatcher." ●

NEWS BRIEFS. The Erie-Lackawanna's wooden roundhouse, a landmark of East Buffalo, N.Y., for more than 65 years, will be abandoned about September 1st, together with the old block-long repair-parts structure adjoining it. The activities there are being transferred to the electronically-controlled Bison Yard in Sloan. Heavier engine repairs will be done at Hornell. In its prime the roundhouse had stalls for 40 steam engines. The abandonment will cause 18 men to be laid off or possibly shifted to other jobs.

When Long Island Rail Road signal engineers decided to test a new crossing gate with an impact-resistant fiber and glass-reinforced plastic arm, they chose the main track crossing at New Hyde Park, N.Y., because motorists had been snapping off crossing arms there at the rate of one every 3½ weeks. But since the experimental gate was installed more than six months ago, that spot hasn't had a single gate accident.

Haled into Federal court at Buffalo, N.Y., the other day on a charge of contributing to oil pollution of the Buffalo River, the Pennsylvania Railroad, through an attorney, pleaded guilty to violation of a 63-year-old Federal law. Diesel oil spillage from the West Seneca roundhouse seeped into Buffalo Creek, one of the river's main tributaries. Sentence has been deferred to permit the railroad to install devices to end this menace to public health.

The Post Office Department at Washington, D.C., which is doing considerable harm to railroad passenger business by canceling rail-mail contracts, has already decided to eliminate all railroad mail runs between New York and Chicago, according to James Suski, president of the United Federation of Postal Clerks.

Norfolk & Western is asking a Federal court to annul an order of the Interstate Commerce Commission that would include in its present system the Erie-Lackawanna, Delaware & Hudson, and Boston & Maine.

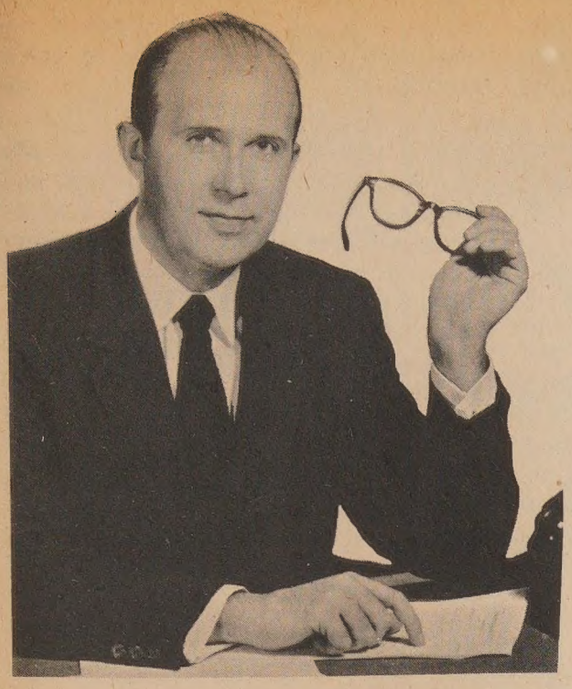
The Rock Island has extended 20 sidings between Herington, Kan., and Tucumcari, N.M., to an average length of 9,660 feet, all but one of them built from pre-fabricated panels. The sidings were lengthened to facilitate meets with today's very long freight trains. Each siding will ultimately be equipped with spring switches to save time in entering and leaving them.

Swedish State Railways has put into operation new 4-car passenger trains that feature a double-deck powered coach in the front and a double-deck driving trailer at the rear. The trains run on partially electrified routes.

The U.S. Army base chapel at An Khe, Vietnam, now has a 200-lb. bell from a Santa Fe steam locomotive to summon servicemen and other worshippers. The bell was a gift of Mrs. Gerry Swinehart as a memorial to her late husband.

We recommend Donald M. Steffee's speed survey in *Trains* magazine for May '67. Entitled "It's True: Steam Pulled Passengers Faster 30 Years Ago," it cites 25 runs of the Japanese National's *Hikari* trains as averaging 106.2 mph for 212.4 miles; the German Federal's *Rheingold*, 86.1 mph for 83.2 miles; and the French National's train No. 320, the Burlington's *Morning Zephyr*, and the Russian State's *Aurora* as averaging 84.9 mph for 29, 32, and 140 miles respectively. ●

EACH year sees better and faster railway passenger service in financially hard-pressed Great Britain than in the affluent U.S.A., according to



Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

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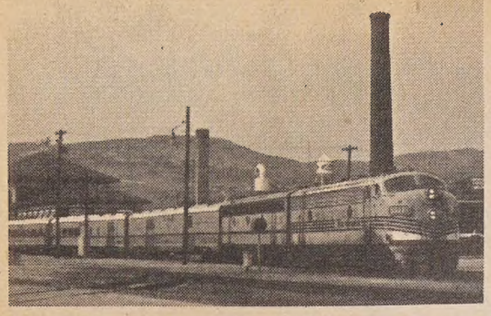

May 28: last run of *The Prospector* eastbound from Salt Lake City, Utah.

Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940, who writes:

"If we Americans had the same interest in keeping ahead of Britain and Canada in passenger-train service that we show in yacht racing, for example, our rail passengers would be traveling much faster, in greater comfort, on more convenient schedules, and at lower fares than they do now.

"I have just been reading some impressive figures on British passenger-train speeds in an article by Brian Hinchcliffe in (British) *Railway Magazine*. He points out that, based on regular weekly schedules, the current British summer timetables show a total of 978 trains scheduled at 60 or more miles per hour, covering a total of 52,134 miles each day. Only 33 of the 195 daily British trains scheduled between 70 and 81 mph make this time for distances of less than 50 miles. Conversely, 61 do so for distances of over 100 miles, with 4 trains being scheduled for 73 mph on 232-mile runs. Where can that record be topped?

"We are told in the U.S.A. that government-owned and -operated railroads cannot function as well as private-enterprise railroads do in our country. The accomplishments of British Railways and the Canadian National in the improvement of passenger service show them to be far ahead of most of our own railroads. Maybe private-enterprise roads are not all that they smugly believe themselves to be—at least insofar as the fare-paying passenger is concerned."

Europe's nationalized railroads far outstripped U.S. railroads in carrying passengers in 1965, according to a Compendium of International Railway Statistics published by the International Union of Railways (UIC).

Ten railroads in Europe carried 5336 million passengers in 1965, or 137 billion passenger-miles. Railroads in the United States in the same period carried only 229 million passengers, or 17 billion passenger-miles.

The ten European roads are: SNCB (Belgium), SNCF (France), DB and DR (Germany), BR (Great Britain), FS (Italy), NS (Holland), PKP (Poland), RENFF (Spain) and CFF (Switzerland). Together the roads operate 100,000 route-miles of line, compared with about 213,000 route miles in the U.S.

"This contrast," says Tom Taber, "adds much significance to the passenger-train figures." ●

CANADIAN NATIONAL passenger revenue reached $67.5 million in 1966, the highest figure since 1945 and an increase of 15.8 per cent over the previous year, according to to CN's annual report to Parliament.

Contrasting with lagging passenger business of some U.S. railroads, the increase resulted from continuing efforts of the CN to promote and improve service, with "bargain" fares, refurbished or new equipment, and new trains.

The aim of "an overall profit on passenger service" was stressed by the report, which went on to observe that the figures are a "significant indication that revenues are increasing faster that expenses."

Someone should call this to the attention of B. F. Biaggini, president of the Southern Pacific, who recently told an audience in Portland, Ore., that the long-distance passenger train is dead and cannot be brought back. Unlike the SP, the Canadian system is really trying to get passengers—and getting 'em! ●

THE NEW HAVEN charges politicians a $50 fee to campaign on railroad property. "That is one solution to the problem of discarded campaign literature, but I offer another one," writes Leigh Morris, 23 W. 351 Plank Rd., Naperville, Ill. 60540. "I was press director last year for Ken McCleary, Democratic candidate for the U.S. Senate from the 14th District in Illinois and we campaigned in many railroad stations. Most commuters kept the literature we gave them; a few discarded it. Instead of leaving the discards on the ground, we picked it all up—a policy we followed at shopping centers, street corners, and wherever else we campaigned.

"Very often candidates make the mistake of handing out too much literature or stuff too big for people to carry conveniently in pockets and handbags. The kind we passed out was slightly larger than a postalcard but was folded to make 4 small pages. I believe this idea offers much to other candidates." ●

Long Island Rail Road photo

Quick-thinking Engr. Charles Angell.

THE PROSPECTOR crept slowly down out of the mountains and into Denver, Colo., and died on a Monday morning at 7:50, a victim of changing times and economic conditions. According to "Red" Fenwick of the *Denver Post,* "there simply wasn't enough gold in them thar hills to keep *The Prospector* alive."

At the time of its death the train was 21 years and 7 months old. It began service for the Denver & Rio Grande Western in October, 1945. At the crest of its career as a luxury passenger connecting Denver with Salt Lake City, Utah, *The Prospector* was a proud member of the railroad's family of scenic liners that go "through the Rockies, not around them."

Last April, however, *The Prospector* lost its Government mail contract—a $500,000-a-year cut in revenue. In recent years, too, passengers dwindled. Road official say the train at the end was losing $1 million a year.

Thirty-five coach passengers and 13 in the sleeping compartment made *The Prospector's* last run from Salt Lake City to Denver. At least one-third of the passengers were "deadheading," riding on company passes. Among them was Mrs. Betty Hancock of the Personnel Department, who said: "I feel almost like crying. Losing this train is like losing an old friend." ●

QUICK thinking of engineer Charles P. Angell saved the life of 6-year-old Rosalind Hartmann who was trespassing in the Long Island Rail Road yard. Charlie had just begun to move his electric train out of the Long Beach terminal when he saw the girl start to cross the tracks. Instantly he slacked off power. The train was rolling slowly toward the trestle that links Long Beach with the mainland when Rosalind slipped and fell against the third rail.

Charlie stopped the train at once—it was making only about 5 miles per hour. He whipped out a penknife, reached inside the car, and cut off several feet of the string bell cord that runs through the cars to operate the communicating whistle system; then he jumped down. Looping the cord under the girl, he pulled her free, clear of the track. By that time a trainman from another crew had arrived to take care of the situation until police and an ambulance showed up. Charlie climbed back into his cab and took his train out, after barely 10 minutes delay. Later, Rosalind's discharge from the hospital after being treated for second-degree burns was the happiest news Charlie has heard in his 25 years of railroading. ●

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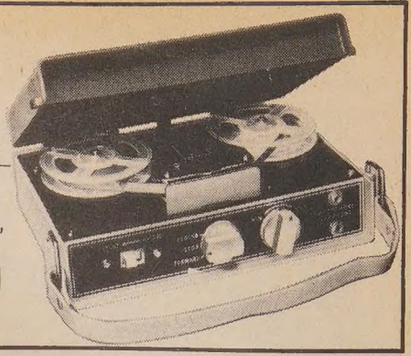

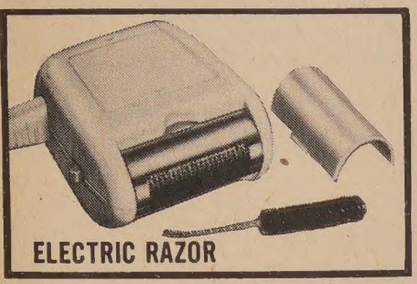

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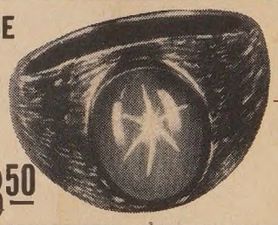

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Engr. R. C. Rucker (see item below).

AT AGE 16 Robert C. Rucker went to work at Century, Fla., in the locomotive repair shop of the Escambia Railway, a 90-mile sawmill pike. After firing woodburners, he was promoted to running at age 18.

"I left there 3 years later," says Bob, whose present address is P.O. Box 64, Milton, Fla. 32570, "and later hand-fired coalburners on the Michigan Central, the Louisville & Nashville, and the SP. For two years I ran on a copper mining road in old Mexico, then returned to the SP, and for the past 15 years I have been running for T. R. Miller Mill Co. at Brewton, Ala., on their old Cedar Creek Railroad.

"My first firing job was a 72-ton 4-6-0 woodburner on a 64-mile run. The engine rocked so much that it was hard for me to stand on her deck and apron, and I missed the fire-door with more than half my chunks of wood. What a mess I made of it! But the enginer, a grand old fellow, just laughed. At length he spoke. 'Say, son, let the regular fireman take her a while. You must learn first how to stand.'

"Once when I was firing a low-wheeled 2-8-0 on the L&N we slipped down into a tunnel and the 3 men in the cab almost died of suffocation from the smoke before I could get the engine uncoupled from her train and run her out into the fresh air.

"I also remember the time I was called for 6 a.m. to fire SP No. 867, the lead engine on a doubleheader, to take a 14-car excursion from San Antonio, Texas, up a branch line to Kerrville, 72 miles, through the big hills and up grade most of the way. We ran through a series of reverse curves in cuts in Spanish Pass. Heavy rain the previous night had softened the roadbed. Suddenly our engine seemed to jump up, and my head hit the cab roof. It seems I still hear oil cans falling on the deck. Engineer George Sheppard, since deceased, was thrown off his seatbox. Then the second engine hit the soft spot and went down so far that our tank became uncoupled from her, but both engines and all cars managed to stay on the rails. We let the second engine ease the coaches across the mire after a section foreman and 4 Mexican section men had made quick repairs to let us proceed.

"I still have a rather slight limp, dating back to the time when my engine hit a split rail on a logging railroad in South Florida, turned over, and broke my leg. Pretty soon I will be retired from my present job but not from active life. Would like to hear from a steam-powered, tourist-attraction line that could use a good hogger." ●

FRITZ LEHMANN'S article, "India Is Still Building Steam Power" (July issue), brought fond memories to M. B. Yeazel, New York Central yard conductor, 108 Southern Ave., Reading, Ohio 4215. "More than 20 years ago," he recalls, "I worked in India helping to run the Bengal & Assam meter-gage lines as a sergeant in the 721st U.S. Railway Operating Battalion. Other units stationed in India were the 725th, 726th, 745th, 748th, and the 756th Shop Battalion. Engine 49, pictured on page 21, was a 2-8-0, type we used most." ●

A TWIN-SPOUTED water tank that used to stand at Red Pass Jct., B.C., was built in 1910 by the Grand Trunk Pacific, recalls S. B. Brooke, 352 Battle St., Kamloops, B.C., Canada. The Canadian Northern added the north-side spout in 1913. Both spouts remained there until about 10 years ago.

"As a young man," Brooke goes on, "I went braking on the Alberta Coal Branch that ran from Edson to Mt. Park, some 6800 feet above sea level. At Cadomine, empty cars were often blown off the track by gales sweeping that altitude. So high was the wind that we had to use fusees at night instead of oil lanterns. We had no electric lanterns in those days. The wind would blow like hell, then abate a while. We'd be leaning backward or forward, bracing ourselves against the stiff wind, when suddenly it died down temporarily and we'd fall flat on our faces or backs.

"I saw a fireman, taking coal at the coal dock, blown off the tank but hang onto the rope until the wind eased up. Sometimes the coal-gates on the tender blew open in the dark, filling the cab with coal above the fire-door that had to be shoveled out.

"One day we stopped for a meet and cut off to take water. The fireman was cleaning the fire, the engineer was oiling around, and I was on the water spout. Then, when the board turned red, the hoghead suddenly took off to the depot, leaving me on the spout after it had swung out from above the tender. Well, sir, the spout went down and so did the rope. Water flow raised the spout and the rope shot up. The flow stopped and down went the rope again, and me with it. I couldn't let go and drop 20 feet to the rails. The fireman asked, 'Where is the brakeman?' Then he saw me riding the spout, backed up the engine, and rescued me on a down stroke. What a relief that was! It had seemed as though I were doomed to perpetual motion.

"Our branch out of Edson had 2.2 percent grades on which we had to use retainer and brake clubs. A branch of that one had 3.3 percent grades, with nearly half a mile of 7 percent! We also had a crooked branch out of Marrinville, near Edmonton, where the track seemed to wind around every farm and tree." ●

JIM HILL, the railroad magnate, had a reputation for tight-fistedness, reports Rene Gimpel in *Diary of an Art Dealer*. As a young man, James J. Hill was a dock worker. He used to eat in a restaurant with about 25 fellow workers, all very thrifty.

One Christmas Eve, the subject of a gift for the waitress came up. Hill asked the others if they would give her the same as he. They said yes, knowing Hill was even stingier than they. But to their surprise and dismay, the future founder of the Great Northern Railway put $20 on the table. They gasped. But they had given their word and they kept it. Twelve days later, Jim Hill married the waitress. ●

OBJECTION to a statement printed in our May issue comes from Gordon D. Jomini, 160 Ave. du Plateau, Grand Mere, Que., Canada, the statement being: "Montreal's skyline was changed a few years ago when the 1,200-room Queen Elizabeth Hotel rose on Canadian National property, and the railroad terminal there scurried underground like a mole."

Gordon writes: "That hotel is CN-owned but Hilton-operated. Before it was built, a big ugly hole in the ground had the CN station at the bottom. Then the hole was filled in, a terminal that still looks modern today was constructed, and the Queen E. rose above it. Next to the hotel stands the Civil Aviation Building, which houses offices of most airlines serving Montreal. CN headquarters occupies land beside the hotel. Tunnels connect all these buildings. When the Metro (subway) was built, so was a tunnel from the Canadian Pacific's Windsor Station.

"Instead of detracting from the Canadian National, the underground construction actually promoted it. From any train now you can easily reach the Queen Elizabeth Hotel, many other buildings, the Metro, and Expo 67 via the Metro—all of which, in bad weather, is quite an asset." ●

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Photos of the Month

You might not think that the U.S. Air Force would pick a woman for the job of worldwide item manager of locomotives and other railroad equipment, but it did. Meet Dotty Schrimshire of Macon, Ga., who works at the nation's Warner Robins Air Material Area in Georgia.
Air Force photograph

The first industrial diesel-electric switcher built in U.S.A., 20-ton "crackerbox on wheels," is still serving Lehigh Portland Cement Company, for which General Electric built it in 1938.

"A short cut to Expo 67" is the theme for this summer's cruises across Lake Michigan aboard the Chesapeake & Ohio Railway's fleet of autoferries. Each boat carries up to 500 passengers and 50 automobiles between 3 Wisconsin ports and one in Michigan.

Visitors to Expo 67 admire and enjoy Montreal's marvelous new Metro—16 miles of underground railway, opened last Oct. 14th. Here is a glimpse of a train at the Berri-de Montigny station.
Photo from "Going Places" (General Electric)

(Next two pages) Steam trains of the Roaring Camp & Big Trees Narrow-Gauge Railroad at Felton, Calif., cross spectacular curved trestles and wind through forest of giant redwoods.

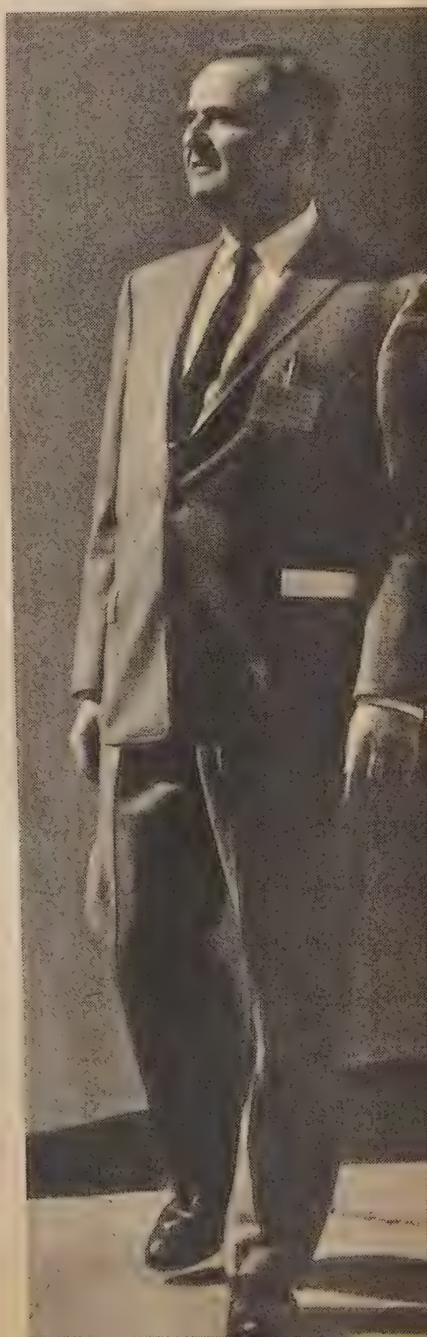
May 30, 1967: As far as we know, this is the first time a Pennsy loco ever ran on tracks of the Boston & Albany (New York Central). We see PRR No. 1402, class F-7, coupled into New York Central F diesel units and a GP-7 at Springfield, Mass.

George W. Turnbull, 50 Newtonville Ave., Newton, Mass. 02158

Black River & Western 2-8-0 No. 60 and ex Bklyn. E. Dist. Terminal 0-6-OT 14 at Ringoes, N.J.

Joseph A. Mannix, 33-18 161st St., Flushing, N.Y. 11358

Your editor, Freeman Hubbard, was snapped in Pittsburgh & Lake Erie freight classification yard at Youngstown, Ohio.



Trolley 679 ran on New York's Third Avenue Railway System from 1939 until TARS streetcar operation ended in 1948. Then it was sent to Vienna, Austria, as part of the Marshall Plan to aid post-war Europe. Many cars like it are still running overseas, but 679 was retired and donated to Branford Trolley Museum of East Haven, Conn. Last May 21st it was back in U.S.A. and on display in New York's Central Park, still in its Vienna colors, dark red and cream. Now it is being repainted at Branford.

Roger Arcara, 2405 Marion Ave., Bronx, New York 10458

Photograph by Japanese National Railways

Newlyweds like these ride "Honeymoon Special" trains which the Japanese National Railways operate each springtime.

RAILROAD SALOON

True tale by Gilbert A. Lathrop

THEY were all there that day, all the railroaders who roomed in La Veta Hotel ($15 a month, meals two bits), and I was among them. Most of the crew men who lived in Gunnison, Colorado, deep in the Rockies, but were not out on runs moved restlessly around La Veta bar, now and then calling for a schooner of beer (16 ounces for a nickel) or maybe a big shot of whiskey (15 cents). We all waited tensely for the arrival of a westbound passenger train, No. 315, on the Denver & Rio Grande narrow-gage.

Already it was more than two hours late. A scattering of townsfolk were shuffling in with long-barreled rifles and shotguns, others with heavy six-guns in holsters strapped to the waist. We'd heard rumors that shortly after the arrival of 315 the D&RG would run a special train to the scene of the hold-up, Tank 7. Standing near the entrance to the bar was "Doc" McIntosh, the D&RG sawbones, looking to the east for a telltale smudge of black smoke.

Everything was sketchy, most of it surmise. The telegraph operator had told us an hour before what he'd heard over the wire. Train 315, descending a 4 percent grade on the west side of Marshall Pass, had found a pile of ties laid across the track a short distance above Tank 7, in a deep cut on the right-hand curve. Engineer Ruhland had stopped just in time. The long wooden pilot of his 4-6-0, with a tongue for link-and-pin couplings, almost rammed into the obstruction. Then a gang estimated at eight masked men burst from the spruce-laden forest brandishing and firing six-guns. One of them forced Fox, the head brakeman (who usually wore a red carnation in his blue serge lapel) to cut off the 25-ton engine and signal Ruhland to move ahead a bit.

Meanwhile, two of the gang were shoving aside enough ties to make the move possible. After this, one bandit climbed into the open-decked cab and, without warning, smashed his gun butt on the hogger's head, knocking him out.

The train, passengers and all, was then thoroughly ransacked, after which the desperados, laden with gunny sacks full of loot, faded into the forest where they presumably had horses waiting. Engineer Ruhland, still unconscious, was on an emergency stretcher in the baggage car being rushed to Gunnison.

Marion Meyers, the fireman, piloted the train the six miles to Sargents, where a promoted engineer took the throttle that hot July day in 1904.

I was in La Veta bar that day in the capacity of engine watcher at the Gunnison roundhouse. I lacked three years of voting age but was a six-footer doing a man's work; and my father, the late Lewis R. Lathrop, a senior engineer, had signed a minor's release so I could take the job.

A fellow known as "the Swede" also was an engine watchman. Each of us worked a twelve-hour day, seven days a week, at 15 cents per hour. We traded shifts twice a month. This was one of my working nights. I usually climbed out of bed around two p.m. Like my dad, I rented a room at La Veta. On my little pay, buying three meals a day was impractical. But around ten every morning Joe Howland, who owned La Veta Hotel and bar, opened a screened box nailed to the south wall. Inside that box were about five pounds of sliced bologna, three loaves of sliced bread, and a quart jar of mustard with a wooden paddle for dipping and spreading. This constituted Joe's free lunch. To enjoy it, you only had to buy a mug of beer or a shot of whiskey. Three days each week Joe really spread himself. He served a regular free banquet, cafeteria style. Included were roast beef, golden-brown fried mountain trout from the Gunnison River, and maybe a haunch of venison or a roast of bear meat. There were also side dishes of mashed spuds, brown gravy, and tomatoes or string beans—but no dessert, because sweets killed the appetite for liquor.

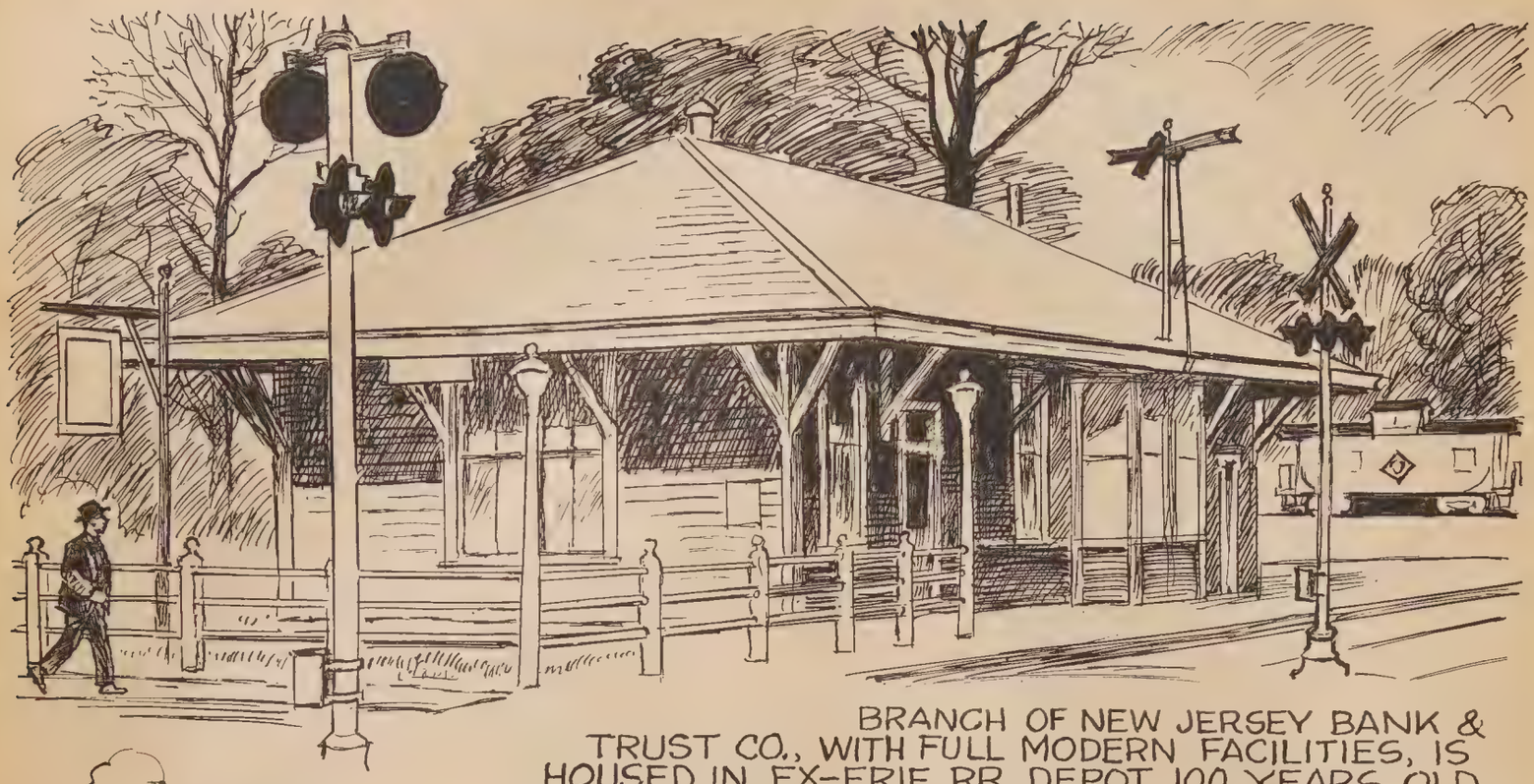
WITH the town's unmarried railroaders all living in the hotel, there practically never was a time, day or night, when from two to a dozen narrow-gage boys weren't loafing around the bar. During my tenure in Gunnison, I don't recollect ever having seen one of them drunk. Happy and talkative, yes. Drunk, no.

On the day of the stick-up I opened the cupboard of the free lunch, as was my custom, made myself a three-slice bologna sandwich, polished it off, and then a second one. The mahogany bar was about 30 feet long, with the usual brass rail a foot above the floor and a half-dozen polished brass cuspidors set at intervals inside the rail. The floor had an inch or so of freshly spread sawdust, its pitch-pine fragrance mingling with the stink of sweat, cigar smoke, and beer.

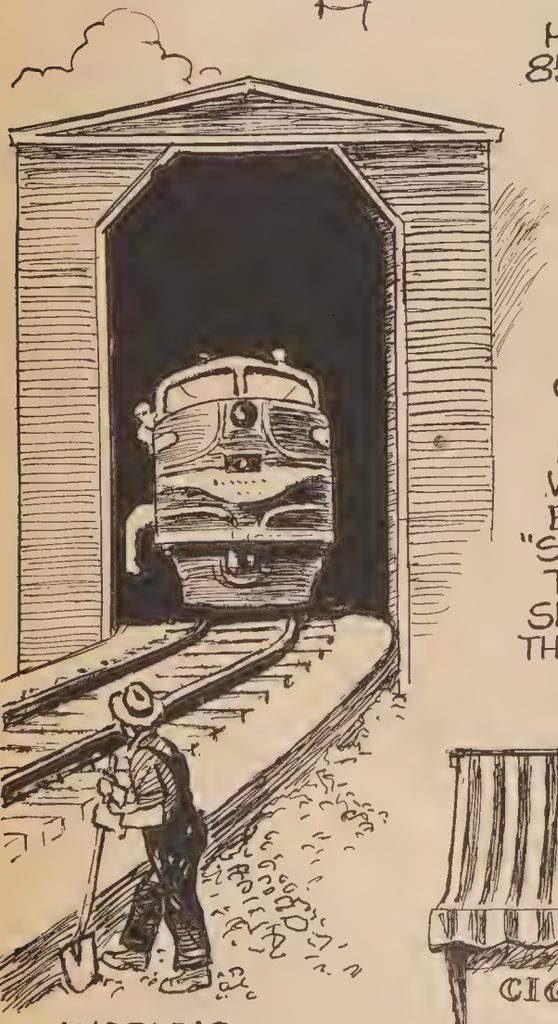
As I munched the sandwiches I eyed, with some embarrassment, the life-size oil painting of a full-breasted nude with a saucy smile and a plump rear end which hung between two great mirrors over Joe's bar. The customers said that a dame named "Big Ruby," at Irish

ALONG THE IRON PIKE

by Joe Easley



BRANCH OF NEW JERSEY BANK & TRUST CO., WITH FULL MODERN FACILITIES, IS HOUSED IN EX-ERIE RR. DEPOT, 100 YEARS OLD, 850 CLIFTON AVE., CLIFTON, N.J. IT LOOKS LIKE THIS TODAY.
(from Robt. W. Crawford)



DISPLAYED AT NEW YORK CENTRAL TERMINAL IN BUFFALO, N.Y., DURING WORLD WAR II, MOUNTED BISON NAMED "STUFFY" SYMBOLIZED THE CITY TO SERVICE MEN PASSING THROUGH. WE SEE STUFFY BEING GROOMED AT HOME IN BUFFALO MUSEUM OF SCIENCE.
(from Wm. C. Kessel)

WORLD'S LONGEST COVERED RAILROAD BRIDGE? HOWE-TRUSS TYPE ON MILWAUKEE ROAD NEAR MONROE, WASH., BUILT ABOUT 1925, IS 450 FEET LONG.
(from D. T. Sprua)

BROTHERHOOD OF RAILWAY AND STEAM-SHIP CLERKS AND FREIGHT HANDLERS WAS ORGANIZED HERE (AT SEDALIA, MO.,) IN 1899.

Annie's place, had posed for it. Irish Annie's was a red-light joint just across the alley behind the hotel. I had never seen Ruby, to my knowledge, but I understood she was quite a girl.

About two years before, a "lightning artist" named Dougherty had checked in at the hotel. A two-fisted drinking man he was, with boomer railroad jobs in his checkered background. Anyhow, he had rented a show window in Endner's hardware store on Main Street, set up an easel and paints and brushes, and for a couple of hours every forenoon he turned out oil paintings of portraits and of various beauty spots around Gunnison. The man was fast with brushes. It took him only a few minutes to complete a pretty picture on canvas, which he sold for a dollar and a half to two bucks apiece.

Each week-day afternoon he'd knock off working and head back to La Veta to spend the rest of the day in the saloon. One day I saw him talking confidentially to Joe Howland, with gestures that could have been outlining the curves of a woman's body; and after that, the way I got the story, he quit paying for his drinks. About a week later he delivered the canvas masterpiece of the naked lady, framed in showy gilt; and shortly afterward he drifted on—I never saw him again.

BUT getting back to the main line, Doc McIntosh went out Joe's gin mill to squint up the Tomiche Valley, and quickly came back.

"They're coming," he yelled, "about two miles up the valley! I saw their smoke."

We all filed out to the long hallway, which extended as far as the hotel lobby and opened into the D&RG depot, waiting room, and baggage room, across from the bar. Outside, we took positions against the steel railing which protected the basement windows. This La Veta had been built at a cost of a quarter million dollars at a time when Gunnison had high hopes of becoming the capitol of Colorado. That hadn't jelled. The hotel fell into evil days and Joe Howland bought it for a song and made a going concern of it.

We could see them now, coming around the horn leading to La Veta. The horn branched off from the freight main stem which entered the yards half a mile south. The ten-wheeler which would take the six-car passenger train through the Black Canyon of the Gunnison, over Cerro Summit, and on alongside the swiftly-flowing Gunnison River to Grand Junction was waiting on the main line. The switch was lined for the spur track into which the 4-6-0 bringing them would get out of the way after being cut off.

It formed quite a picture: engine 168 puffing sharply through her shotgun stack, trailing her six red, enameled, wooden coaches up around the horn, and she halted her train with much squealing of brakes and rumbling of wheels in front of the hotel. To me it was odd seeing a stranger in the cab, after all the years Ruhland had been on the run. Tommy Saunders, a helper engineer, held the throttle.

I was interested in helping move the injured engineer from the baggage car into the drummer's show room, which Joe Howland had said nobody would bother that day because no drummers were using it. But I didn't get a chance to help, although I got a good look at Ruhland. His eyes were closed and he was pale. I didn't see any cuts or bruises. Doc McIntosh had climbed into the baggage car and was taking his pulse. Then the still unconscious hogger was lowered gently from the car and carried into the drummer's room.

I went back into the bar just as Marion Meyers came in. The fireman had taken off his overalls and was calling for a schooner of beer. A dozen railroaders were grouped around him, waiting to hear about the robbery. All were asking questions.

"Ain't much to tell," Marion began. "That big feller didn't have any cause to hit Ruhland with his gun. We kinda figure the whole job was local talent, like them rimrockers livin' in cabins around Sargents. One of 'em didn't like Ruhland. They lined up every passenger on the train an' took their money, watches, an' jewelry, an' even the weddin' rings off the women."

Marion took a hefty swallow of beer.

"There was a short, fat, little guy in the smoker," he went on. "Saw the robbers workin' through the day coach an' decided to save his gold watch an' chain. So he put the watch under his hat. But the chain hung over his forehead an' nose. That amused the robbers, so they let him keep his watch."

The county sheriff stuck his head in the door and shouted: "Our posse train is backin' up to the hotel! Everybody with guns come on out! They claim we'll be given horses at Tank 7. A cattle spread up there is furnishin' them."

I will always remember that two-car posse train with gun barrels sticking out the open windows. It had a 25-ton Grant Consolidation type engine, the 217, and took off like a skyrocket. Nobody had much hope of catching up with the bandits; the gang had too much of a head start.

Still unconscious, Engineer Ruhland was placed on eastbound 316 that evening and taken to Salida Hospital, where he died. The express company never did tell how much money was stolen from the shattered safe in the express car, and the rifled letters in the mail car didn't reveal their contents. None of the gang was ever caught.

EVERY day between five and six p.m. a train of empty coal cars came into Gunnison from the east. Salida, their home terminal, was 74 miles away, the other side of 10,856-foot Marshall Pass, which had almost 43 miles of 4½ percent grades. The crew's pay was based on a ten-hour day, or 100 miles. With good luck and everything running smooth, they made the run in from 8 to 9 hours.

So not being on overtime, instead of pulling their 25- to 30-car train into the freight yards, they headed around the horn and halted at La Veta Hotel, where the entire crew went into the bar and washed away the grit of travel with foamy beer. Then they returned to their train, backed it up, and headed into the freight yards. After that, their empties were shoved onto the Mackelroy track and their caboose on the coach track before their Consolidation rolled into the roundhouse lead.

Rule G? Sure, that famous rule against drinking while on duty was written into the Book of Rules. But good mountain railroaders were damned hard to come by; and even though the assistant super or the trainmaster might be resting his elbows on the bar, he made himself scarce when he heard the freight train rumbling up the passenger main. That way he didn't see any violation.

The callboy invariably hit La Veta first when he went out to rustle up a crew. It was against the rules to call an employe out of a gin mill, but each payday the enginemen and trainmen called from the bar slipped him four bits or a buck. That made everybody happy.

There came a day when the caller forgot to rout out the fireman and the head brakeman for the Pitkin branch. This was part of the old Denver, South Park & Pacific narrow-gage main over Alpine Pass, the highest railroad pass in North America. But the DSP&P had closed their Gunnison branch, and the Rio Grande agreed to operate both the Pitkin and the Baldwin branches. Two boxcars and the combination coach had

been shoved up to La Veta Hotel by the day switch crew. Now the hoghead, figuring that his fireman was probably in the bar, backed up and made a coupling on the head end.

We'd just got a new trainmaster, a Mr. Eicher, who was still pretty officious. He learned from the conductor about the two missing men and came wheezing into La Veta bar hunting the callboy. The latter saw him coming and took off. When it dawned on Mr. Eicher what the trouble was, he went over to Teachout's lunchroom and made a couple of fast telephone calls. The Pitkin branch train left town a good hour late. But for the next few weeks, none of the narrow-gage boys were called from La Veta bar.

TWO or three badly scarred card tables stood at the back end of the bar, within plain view of the realistic painting of Irish Annie's star entertainer. Many railroaders now and then played pinochle or poker there, glancing up at the naked flesh sometimes as if for inspiration. I suspect that more than one of them had seen the original Big Ruby under the soft glow of a red-globed oil lamp in the establishment across the way.

And many a railroad union meeting was held at those same tables. What the union officials thought of Ruby or how often they goggled at her picture I will never know, since I was bashful on the subject of sex in those days and never brought up the subject. Anyhow, the brotherhoods were gaining strength, but the local representatives couldn't afford to rent a lodge room in Gunnison. So they met in the bar room presided over, so to speak, by Ruby's luscious curves.

There, at least, no woman was ever known to have crossed the threshold. It was strictly "off limits" for the female population, Big Ruby's portrait being the sole exception. Like all gin mills of the era, La Veta had its own chips. The brass face of each was stamped "Good for 5 cents" and on the back was the name of the bar. The boys got these when they won at poker or pinochle.

Once a month a Rio Grande 4-4-0 trundled a pay-car into Gunnison. I have often thought of this as the world's most popular railroad car. Known as the "money wagon" or "family disturber," it had its own engine crew and, coupled behind, an old coach equipped for eating and sleeping. The money wagon itself carried the gold and silver with which many railroads paid their employes in that era. Paymaster O'Connor, occasionally referred to as the Grand Lama, shoved the precious metal under a wicket. Mr. O'Connor had a phenomenal memory. He had to meet you only once to recall your name and face.

Railroad gossip was often rehashed at La Veta bar. Anybody who spent much time there knew what just about every railroader on the whole division was doing. Coal miners from Crested Butte made regular stops there, and single- and double-jack hard-rock miners from gold mines at Lake City did their drinking at La Veta when they vacationed in Gunnison, dividing their time between the bar and Irish Annie's place, which the portrait of Ruby blatantly advertised. Those coal and hard-rock miners often sent across the alley to the bar for a magnum of champagne at five bucks a throw.

ONE pay day several west-end "rails" tried out an idea. A freight engineer had hit the jackpot, drawing almost $130, which was a helluva lot of jack in bygone years. The men converted $100 worth of gold pieces into a single $100 bill. None of the gin mills that I was ever familiar with carried change for such a bill. So the "conspirators" visited all three of the saloons on Main Street, ordered the most expensive bottled whiskey and ten-cent cigars at each one, and offered their $100 bill in payment. No barkeeper could rake up change for it; thus the men got free drinks and smokes. They were having fun when they barged into La Veta.

Meanwhile, "Paddy" Gunn, who owned one of the saloons, had sent a messenger to the other two liquor establishments on Main Street, collecting whatever change they had on hand; so finally he had $100 in small paper currency. This money he dispatched to La Veta. When the boys dropped their century note on the mahogany bar beside the naked lady's portrait they were chagrinned to have it changed into a pile of grimy paper. I happened to be there at the time to see the fun, the word having been passed around beforehand on the quiet.

A piano player came to Gunnison in an empty boxcar. After mooching a nickel from a car hand, he headed toward La Veta bar with its free lunch. You could tell he was a bum when he shuffled in. He called for a schooner of beer, plunked his nickel on the bar and headed toward Joe's cupboard full of free lunch, and nobody could stop him. The guy had gobbled two thick bologna sandwiches before he noticed the battered piano beyond the pinochle tables.

"Anybody ever play that?" he asked, nodding toward it with a quick look.

"Ain't no musicians hang around here," grumbled Joe.

"Mind if I play it?"

"Help yourself," said Joe.

The minute that bum touched the keyboard everybody in the room, including me, sensed his mastery of the piano. He seemed to play effortlessly and perfectly—classic, ragtime, sentimental, anything we called for. Then he made a deal with Joe. He'd play every evening for no payment except the dregs in beer and whiskey glasses plus free lunch. Well, he kept his bargain for a couple of evenings and then Irish Annie stole him away. But he didn't stay long at Annie's. One morning he was gone; we never knew where he went and we did a lot of wondering about where he'd studied music.

Before going out on their runs, quite a few D&RG railroaders had a practice of picking up a "mickey," or pint of bar whiskey, drawn from a wooden keg containing from 10 to 25 gallons. Most of them owned flat bottles, which Joe would fill for two bits. One day Tom Dobie, an east end fireman, bought me a drink of it after I'd done an extra good job of cleaning and polishing the reflector on his oil headlight. The damned stuff tasted like tobacco and almost strangled me. Later, I learned why. I saw Joe knock the head out of an empty keg, which revealed a full plug of Horseshoe chewing tobacco nailed to it!

For over 25 years La Veta bar prospered. Then a new college was built in Gunnison. The townspeople held a local option election and dried up the town. Not long afterward, at midnight on the last night in 1916, the Volstead Act went into effect. It would be interesting to know how many railroad bars and saloons were put out of business by national prohibition.

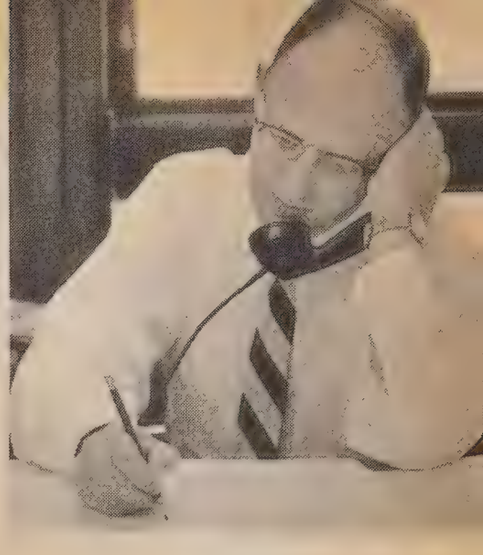
Some time in the 1940's, La Veta Hotel was sold under the hammer. The buyer razed it to the ground floor and turned La Veta bar into an apartment. The mahogany bar, with its mirrors and the famous nude painting of Big Ruby, are only memories. Today, even the narrow-gage rails between Montrose and Salida are gone.

The old brick roundhouse in Gunnison, out of which my father and I had wheeled a countless procession of D&RG steam locomotives, was burned to the ground when a juvenile delinquent stealing gasolene from a truck stored in the abandoned roundhouse set it afire. But I never knew what happened to that oil painting of Ruby stark naked.

Interesting Railfans No. 57

RICHARD J. MURWAY

by Freeman Hubbard



PHYSICALLY, Richard J. Murway would not stand out in a crowd. He is 43. His height is average, his build medium, and his eyes are brown. A fringe of brown hair surrounds his rather intellectual-looking bald dome. He dresses well and is neatly groomed, thanks to the training of his wife, the former Elizabeth Gerlach, but he has the common American tendency to slouch in a chair, whether at office or home.

Dick holds two important jobs: executive editor of *The Locomotive Engineer* and director of public relations for the Brotherhood of Locomotive Engineers. He is a clear thinker, a good writer, and a capable editor. Unlike most of the editors we know, he usually keeps his coat on while working at his desk. That, too, is due to Liz's influence.

His older brother, Alfred K. Murway, Jr., editor of *The Ohio Motorist* says of Dick: "His main personality trait is an imperturbable, even glacial, calm. We've been close since boyhood and I simply cannot recall an instance where he was ruffled or upset."

But Dick disagrees. "I am too reserved," he admits, "and people think I am calm sometimes when I am actually very upset."

In other words, things happen inside him that even close associates misinterpret. Charles J. Kligman, vice president of the National Publishing Company, Washington, D.C., which used to print *The Locomotive Engineer,* writes: "Dick has a kind word for everyone and I have never known him to lose his temper." And Mrs. Mavis Robertson, of the same company, assures us that "he really isn't a male Pollyanna," but adds: "If Dick has a fault, I'd be tempted to say it is a negative one. He is far too kind for the rough and tumble world of newsprint."

"You sort of wonder, when you first meet him, why he ever became involved in this profession," comments W. C. Midcap, editor and manager of the Brotherhood of Locomotive Firemen & Enginemen publications, in a letter praising Dick's "rare ability, deep sense of loyalty to labor and his job, and fine sense of sincerity."

Says Lou Corsi, director of public relations, Brotherhood of Railroad Trainmen: "Dick Murway is not the kind of man about whom points arise which are less than commendable. A skilled and creative writer and editor, he is calm and deliberate, busy on the job and in his civic clubs."

"Too nice for his own good," is the way John F. Sytsma sums him up. John is BLE's general secretary-treasurer. "Soft-spoken, has a keen sense of humor, and is easy to get along with. As you may have gathered, he's very much on the modest side."

Such lofty testimonials make us uneasy. They recall a statement by Norman Cousins, the editor of *Saturday Review*: "Some people pass through life in a state of total antisepsis. They have not touched life nor have they been touched by it." But despite the adulation of various friends, we cannot believe Dick is like that. We suspect he is a "regular fellow," with at least a few minor imperfections.

John Sytsma indicates that Dick's understanding of railroaders and what makes them tick is by no means perfect. "Maybe his first clue that we railroaders are a different breed of cat," John says, "was when he came to me, not long after he started with BLE in 1957, with a letter of complaint he'd received from an engineer objecting to the caption Dick had written for a news photo of a derailment. 'Trains don't *jump* the track,' the engineer wrote, and Dick couldn't understand why a reader should object to 'jump.'"

Since those days, our subject has learned a lot about trains and tracks and the likes and dislikes of engineers, and he is still learning. "But," he wisecracks, "the signatures of railroaders on my pay check twice a month is the only spell railroading casts over me."

Dick Murway was born Dec. 30, 1923, in Cleveland, Ohio. His father, an architect, died last May; and one grandfather, a blacksmith, helped to build the elaborate hearse used for President James A. Garfield's funeral in 1881. When Dick was five, the family moved from the city to Lakewood, a pleasant suburb bisected by the old Nickel Plate Road (now part of the Norfolk & Western), whose tracks have grade crossings over 30 or 40 residential streets.

"As kids," he remembers, "Al and I liked to walk the tracks to get from one street to the next, balancing ourselves on a rail for a whole block. Our home stood within a quarter-mile of the railroad and a coal yard. My mother was glad it wasn't nearer, for the steam trains of those days gave forth a lot of soot. In the Depression years, the 1930's, we often saw bums passing through Lakewood in boxcars and hoppers, reminding you of that rollicking

Engr. Robert Cooper (right) helps Dick Murway into cab of N.Y. Central diesel.

Richard J. Murway (left) and H. S. Heath, grand chief engineer of the Brotherhood of Locomotive Engineers, display a plaque awarded for a "best" newsletter.

All members of the Murway family are interested in sports. We see Liz on a golf driving range, and Mark, Dick, and Carl as ballplayers.

old song, *The Wabash Cannon Ball*. To me it seemed like a nice carefree life. Some sociologist should write a piece on the decline of hobo rail travel. At night, while lying in bed grappling with childhood fears, Al and I found the train whistles reassuring. Where I live now, still in Lakewood (1070 Homewood Drive), I can hear the trains at night and they are still reassuring."

One thing Dick can't stand is monotony. He was that way even as a small lad. His parents gave him a Lionel electric train set with the usual tinplate track but he quickly tired of it, saying, "All it does is go around and around." He liked baseball, though. Brother Al recalls Dick's boyhood prowess as a pitcher on the sand lots in and around Cleveland.

He spent one high-school summer vacation working as a page in the Lakewood Public Library and read many books from the so-called "reserve" shelves—such titles as *Ulysses*, *The Well of Loneliness*, etc., that you had to ask the librarian for. They were heady stuff for a 16-year-old in those days but are considered pretty tame today in comparison with some contemporary novels.

After a year in the U.S. Army Air Force pre-meteorology course at the University of Oregon, he majored in English literature at the University of Michigan, graduating in 1948 with a B.A. degree. In all, he spent three years with the Air Force as a college student, radar trainee, and radar technician, serving in Oregon, Ontario, New Jersey, and the Azores. His record also shows nine years of newspaper work for the *Cleveland Press* as a copy boy, police reporter, editorial writer, and general reporter. Today, three bronze "newsboy" statuettes sit on book shelves in his study. These were Cleveland Newspaper Guild awards for three series of feature articles he wrote for the *Press* in 1954, 1955, and 1956 on such subjects as slum clearance, urban renewal, and public housing.

Dick's activity in the labor movement began in late 1956, during a strike of *Press* employes, when he served as unit chairman of the Cleveland Newspaper Guild. The following February he left the *Press* to work for the BLE, and a year later was promoted to editor of *The Locomotive Engineer* and director of public relations for the Brotherhood.

"In my ten years with the BLE," he tells us, "I have picked up a lot of railroad information and some of the lingo, but regard myself as a newspaperman doing a communications job—not a railroader."

Oldest official publication of the most ancient labor group in our hemisphere, *The Locomotive Engineer* is a weekly (except for four issues in holiday weeks) and is printed in Cleveland. Some 70,000 copies of each issue are mailed to English-speaking North America plus a few copies overseas to individuals and libraries, including a technical library in Moscow. BLE members, active and retired, receive the tabloid as part of their membership. Widows can get it free for asking. About 65,000 of the total circulation is made up of members and widows. The rest are railroad company officials, universities, labor editors and writers of newspapers and magazines, and railfans.

"Some railfan items cross my desk," Dick says, "photos and other railroadiana, but I have no personal collection of them. The BLE Grand Office files and drawers hold some wonderful things that would make rail buffs' mouths water to hear of them. I have to turn down numerous requests from fans, especially those who want photos of steam engines. We keep these for our own possible use."

The BLE has had a publication since 1867. Its monthly magazine was discontinued in December, 1959, but some of its features such as "Last Runs," "Honor Roll," etc., were incorporated into the tabloid newspaper. *The Locomotive Engineer* began as a bi-weekly in January, 1957, became a weekly in December, 1963. It is primarily a communications tool for the Brotherhood, enabling the top officers to state and explain policies and problems and to let the widely-scattered membership know what's going on within the organization and in the railroad industry of the U.S.

Member of the BLE oiling a steam locomotive before leaving on his night run.

and Canada. A small section of the paper from time to time is printed in French for the benefit of French-Canadians. Dick Murway knows enough French to proofread this material.

Some 860 BLE divisions are dotted throughout the States and Canada, ranging in size from a dozen members to about 400. Generally, the structure provides for a division at each terminal of every railroad, but at certain points the engineers of two or more roads are combined in a single division. Division No. 1 is, of course, at Detroit, where the Brotherhood was organized May 8, 1863. International headquarters is the Grand Office or Grand Division. The BLE has a ladies' group, the Grand International Auxiliary, composed of wives and widows of engineers.

Dick Murway's activities as public relations man for the Brotherhood tie in closely with his *Engineer* work. While editing that paper he keeps in mind an appeal to the newspaper and magazine labor editors to whom it will be sent to keep them informed on the BLE and its members. He also makes press contacts and occasionally bats out news releases.

Because the *Engineer* is an official publication, it lists retirements, deaths, insurance claims paid, etc. It tells about members with interesting hobbies and those who win local recognition such as being elected to something or other. Prominently displayed are the weekly messages of Perry S. Heath, grand chief engineer.

Some of the *Engineer's* big stories, which the editor helped to develop, concerned the long work-rules dispute between the five great operating unions and the railroads, primarily over the "fireman issue" (1959-'64). That was exciting. Dick spent a week out of every month of 1961 in Washington while the Presidential Railroad Commission held hearings, and again in 1963 for Congressional action, etc.

"In April, 1964, at the time of the Illinois Central strike," Dick recalls, "I accompanied the chief executives of the five operating brotherhoods into the cabinet room of the White House to meet President Johnson. That meeting led to a mediation job that finally produced a settlement of the so-called 'secondary issues' in the national agreement signed by all parties by June 25th of that year."

Another exciting time for Dick Murway was the BLE's centennial at Detroit in 1963. Dick did most of the writing for the souvenir program and for the BLE's tabloid magazine advertising section of a Sunday edition of *The New York Times*. Months and months of advance writing and planning went into that celebration.

Married in 1950, Dick and Liz have two fine sons: Mark, 14, and Carl, 9. The *Engineer* editor keeps physically fit with household chores and a moderate amount of sports, in addition to playing with the boys. He also finds relaxation in stamp collecting, a couple of martinis or manhattans with Liz before supper, TV shows, certain TV commercials that are "interesting and highly imaginative," and reading present-day novels, other books, and a few magazines.

"I eat almost anything," he says. "Liz is a good cook. My favorites are sirloin steak, medium rare, and tossed salads with blue cheese dressing. Cigarettes didn't agree with my health, so I cut 'em out, long before the cancer scare. But I do smoke a pipe."

We hazard a guess that Dick Murway knows little or nothing about the health-protective value of vitamin and mineral food supplements, particularly with regard to eyesight. He has been wearing glasses since age 16 and his doctor warns that next year he may have to begin using bi-focals. Some professional nutritionist should tell him what vitamins A and C can do for the eyes—also what changes he should make in his diet to get rid of the frequent head colds he suffers from.

"As for pet peeves," he says, "I am very prejudiced against extreme right-wing economic and social views, anti-smut crusaders, book-banners, and book-burners. We need more freedom to write, speak, and publish views of all kinds."

We asked for what he would like most to be remembered, and Dick replies: "As a fine craftsman on the job and as a loving husband and father at home."

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***I once read about a funeral train for a pet dog but have forgotten the details. Can you enlighten me?***

Yes. You probably refer to Betty II, a $5,000 Pomeranian owned by Herman B. Duryea, automobile magnate. Betty died Oct. 23, 1914, at the age of 2½ years, on the Duryea estate at Westbury, Long Island, N.Y. Mourning her loss, the millionaire chartered a special train on the Long Island Rail Road and had his own luxurious private car attached to it. In this car he placed the deceased canine, her long silken hair washed, combed, and brushed with loving care. The little body was enclosed in a satin-lined coffin, hermetically sealed.

Then, as the engine bell tolled a requiem for the departed Pomeranian, the funeral cortege got under way. It sped westward toward New York City, through the city and on down southward to Hickory Valley, Tenn., on Illinois Central tracks. After arrival at Hickory Valley, where Mr. Duryea had another estate, near Shiloh National Military Park, the casket was solemnly interred in a grave adjoining that of Betty 1, which had died some time before. If any reader knows of a funeral train for some other animal, we'd like to hear about it.

2 ***Which railroad owns the largest number of electric railcars?***

We don't know. Probably the Japanese National Railways, with 10,018. JNR began using them for commuter service in 1906, operating 16 small, two-axle, 45-hp cars. In 1950 they started running long-distance electric multiple-unit trains. In 1964 they won the world's admiration by inaugurating the super-speed MU trains *Hikari* and *Kodama* between Tokyo and Osaka.

3 ***What was the paint scheme of Great Northern steam locomotives?***

The "Big G" never had color standards applicable to a particular period or, for that matter, to all segments of the railway. In the very early days, when locomotives were assigned to individuals, the engineers took pride in what they almost regarded as their own property and expressed their individuality in many ways, including varying paint schemes.

Later on, when locomotives were pooled, division master mechanics commonly applied touches of their own in repainting engines, for there was keen competition between divisions in the maintenance of equipment. Still later, generally speaking, freight hogs were painted all black, while passenger engines retained the old "traditional" colors. Many of the S and H class engines, on retirement, still had the silver smokebox, green boiler-jacket, and red roof.

Following was the "standard" Great Northern color scheme for most dual service, some switching, and all steam passenger locomotives:

The running gear (including wheels, cylinders, and frames) and tender trucks and tender body were painted gloss black; valve gears and main side rods were burnished steel; cylinder-head caps were nickel-plated; the smokebox and that portion of the firebox below the running board were graphited (silver paint with a small amount of black could simulate this color), and the boiler jackets were a coach green to about the color of oiled "Russian Iron."

Cabs were black with roof finished in red lead; cab interiors were light green; locomotive bell of polished brass, the inside painted vermilion; safety valves of polished brass. Passenger engines were originally lettered in gold leaf; engine numbers on sand box dome and cab sides.

The switchers and the dual-service engines were lettered with white stencil paste. Later the passenger engines, too used white lettering.

Some locomotives had the GN herald on the side of the tender. There were three versions of the herald (monogram): First came the rectangular type with the legend "Great Northern Railway"; next came the "Goat", the first of which was a three-quarter view of the animal in white against a vermilion background, with the legend "Great Northern" in a circle around the "Goat"; the third herald is still in use and shows the goat in silhouette—the wording now reading "Great Northern Railway."

Displayed is the evolution of Great Northern's emblem. Silhouette is newest.

4 ***H. Reid's occasional photos of Louise Sawyer have aroused my interest in the Graham County Railroad at Robbinsville, N.C. Tell me its history.***

This road originated in 1905, when the North Carolina General Assembly granted a charter to the Whiting Manufacturing Co. But although the company laid out a roadbed, the track was never completed and for 20 years it lay idle. Then in 1925 lumberman Harry C. Bemis, whose father had operated New York State's first steam sawmill, heard of the unused railroad in the wilderness and journeyed southward from his home in Pennsylvania to investigate it, making the last lap of his trip on mule-back. What he saw fired his ambition. He bought that shortline, together with the mountain land around it, and called it the Graham County Railroad. He also set up an affiliate, the Bemis Hardware Co.

For power he bought several Shays, or "side-winders," powerful steam locomotives designed especially for heavy logging. With them he instituted regular industrial train service between the county-seat of Robbinsville, the community at large, and a point 12 miles across the Great Smokies, high up on the rim of Nantahala Gorge. At that point, with no room for a wye or turntable, everything classified as an outgoing or incoming commodity was transferred or exchanged with the Southern Railway's Murphy branch.

After steam vanished from the nation's big railroads, fans became intensely interested in the Graham County line, which still uses Shays. One of those fans is beautiful Louise Sawyer, who lives nearby, often visits the shortline, and is a favorite subject for photographers. (See picture on this page.)

The Graham County Shays of North Carolina, in operation since 1925, and railfanette Louise Sawyer are irresistible subjects for visiting camera enthusiasts. H. Reid, 8549 Wayland St., Norfolk, Va. 23503

5 ***One night at Fox Lake, Ill., I saw a Milwaukee Road streamliner pull out for Chicago with no conventional marker lights on the rear. Please explain.***

Train 118, to which you refer, is equipped with the new reflectorized type markers.

6 ***I am interested in details of circus-train wrecks, especially the one involving Al G. Barnes. Can you help me?***

Yes. Freeman Hubbard, who is a circus historian as well as a railroad editor, wrote some years ago:

One circus-train smashup is recalled by railroaders as a "lucky" wreck. On June 27, 1930, the train was carrying the Al G. Barnes Four-Ring Wild Animal Circus on Canadian National rails en route to Charlottetown, Prince Edward Island. It was a dark, rainy, Saturday night.

"After loading 25 big, heavy, brightly-painted wagons onto the flatcars in a drenching rain, we were all tired," recalled the assistant trainmaster, George B. Genac. "I rode the caboose. As we started I noticed that, on account of the storm, the roustabouts headed for the sleeping car instead of wrapping up in blankets under the wagons on the flats, as they usually did.

"By daylight the rain had stopped and we were nearing the bottom of the grade going into Canaan, New Brunswick, at a 55-mile clip, when I went out to the rear platform. Suddenly I was hurled down into the cinders! Glancing up, I saw the sleeping car rise in the air, crash across the decks of three flats, and then dive into the corner of a toolshed, slanting upward at a crazy angle. I ran over there. I knew 80 men were in that car, sleeping at close quarters.

"When I reached the car I heard nothing. Just then the water tank in the roof gave way, pouring water into the car. Someone yelled: 'Get up, everybody! The ferry boat's sinking!' And then, to my happy surprise, all 80 men scrambled out unhurt! That was one rare time when rain was lucky for a circus."

The most disastrous of all circus-train wrecks was caused by kidney pills. Alonzo K. Sargent, engineer of a westbound troop train on the Michigan Central, took some of the pills just before he set out on a run, June 22, 1918, and those pills, doctors said later, made him drowsy. Two miles east of Ivanhoe, Ind., the train passed an automatic block signal set at caution, a red signal, and finally a flagman on the job protecting the second section of the Hagenbeck-Wallace show.

The troop train did not even slow down! Alonzo was asleep at the throttle. Like a mighty battering ram his engine, No. 8485, plowed into the rear of the circus special. The wooden-bodied cars crumpled like matchboxes and burst into flames.

Clowns, bareback riders, trapeze artists, and acrobats, many of them widely advertised veterans of the big top, perished in the grinding, shattering crash. Beauty, brawn, and skill were killed by the impact—a total of 68 men, women, children! And 127 injured.

The survivors were taken to Hammond, Ind., where they were to have performed that day. Instead of entertaining gay crowds, a pitiful group of circus men and women milled around a red gilt-trimmed bandwagon seeking word of their comrades. From behind the bars of the ticket-wagon window, Manager Gollmar grimly compiled the casualty list as survivors filed past the window to report they were still alive.

One clown, Joe Coyle, wailed from under a mass of bandages: "There'll be no circus here tonight—the kids will get left this time!"

7 ***History, please, of Westinghouse Air Brake Co.***

It was founded Sept. 28, 1869, in Pittsburgh, Pa., by George Westinghouse (1846-1914) shortly after he had received the basic patent (No. 88929)

for his invention of the railway air brake. In all, that amazing man was granted 361 U.S. patents—the first, at age 19, for a rotary steam engine and the last, 48 years later, for automatic train control. After founding WABCO he set up 59 other companes. One is the present Westinghouse Electric (Jan. 8, 1886), which has never been tied in with WABCO. Early in 1951, WABCO consisted of the original air brake concern and two subsidiaries, Union Switch & Signal and Westinghouse Pacfic Coast Brake, but in July '51 all 3 were merged into one. Today WABCO consists of 8 units, or divisions, wth plants in 11 states and one Canadian province, serving railroads, mass transit, and other industries, plus 17 factories run by subsidiaries in foreign countries.

8 ***Which North American railroads still use semaphore signals? Which ones use color-light signals (vertical 3-lens types)?***

So very many roads use both kinds of signals that there would be no point in our listing them.

9 ***Was a clock ever part of the standard equipment of a steam locomotive cab?***

No exactly. But long before the days of pooled locomotives—beginning over 100 years ago—when engines were assigned to veteran hoggers on a long-time basis, many an engineer kept his own personal clock secured to a conveniently-placed bracket. These brackets were standard equipment, built into the cab by the locomotive builders before they delivered the engine to the railroad company. The best-known American clockmakers in those days were New England concerns: Seth Thomas, Fair Haven, Conn.; Vernon Clock Co., Thomaston, Conn., and E. Howard & Co., Boston, Mass.

10 ***I am looking for a corny old ballad, "The Engineer's Story."***

Look no further. Here is the ballad, but we don't know who wrote it.

No, my children, my trips are over:
The engineer needs rest;
My hand is shaky; I'm feeling
A tugging pain in my breast;
But here as the twilight gathers
I'll tell you a tale of the road
That'll ring in my head forever
Till it rests beneath the sod.

We were lumbering along at twilight,
The night was dropping her shade,
And the "Gladiator" labored—
Climbing the top of the grade
The train was heavily laden,
So I let my engine rest,
Climbing the grading slowly,
Till we reached the upland crest.

I held my watch in the lamplight
Ten minutes behind the time,
Lost in the slacked motion
Of the up-grade's heavy climb;
But I knew the miles of prairie
That stretched a level track,
So I touched the gage boiler,
And pulled the lever back.

My hand was firm on the throttle
As we swept around the curve,
When something far in the shadow
Struck fire through every nerve.
I sounded the brakes, and crashing
The reverse lever down in dismay,
Groaning to heaven—eighty paces
Ahead was a child at its play!

Then I stood on the front of the engine—
How I got there I never could tell,
My feet planted down on the cross-bar,
Where the cowcatcher slopes to the rail.
One hand firmly locked on the coupler,
And one held out in the night.
While my eyes gaged the distance and measured
The speed of our slack'ning flight.

One rod! To the day of my dying
I shall think the old engine headed back,
And as it recoiled with a shudder
I swept my hands over the track;
Then darkness fell over my eyelids,
But I heard the surge of the train,
And the poor old engine creaking
As if in a deadly pain.

They found us, they say, on the gravel,
My fingers inmeshed in her hair,
And she on my bosom a-climbing
To nestle securely there.
We are not much given to crying—
We men that run on the road—
But that night, they say, there were faces
With tears on them, lifted to God.

Runing Extra

Because he comes from a Katy family, Donald P. Grant, P.O. Box 2174, New York, N.Y. 10017, wants pix, negatives, descriptions, and consists of M-K-T passenger-train equipment.

"I expect to visit South America this year, but before going I'd like readers to tell me what they know about steam locomotives there, aside from the information contained in Tom Walsh's article in your Nov. '66 issue," writes J. G. Todd, 9 The Sheraton, St. Mark's Hill, Surbiton, Surrey, England.

Info. on how to become a locomotive engineer is sought by Jeff Kovacs, 491 S. Park Drive, Perth Amboy, N.J. He also wants the history of the CNJ-Pennsy passenger depot in his city.

Orrin Mac Laughlin, working for the Halifax & Southwestern (now Canadian National), was killed when a landslide hit a train near New German Jct., Nova Scotia, in about 1909. The train consisted of a 2-4-0, a coach, a smoker, and a baggage car. "Can any reader tell tell me the engine number?" asks Albert A. MacLaughlin, son of the deceased, 46 Lincoln Ave., Cranston, R.I.

Does any reader know what became of the early stagecoach-type passenger car of the Boston & Providence? Lucius Beebe's *Hear the Train Blow,"* has a picture of one. The question is from G. M. Kidder, R.D. 1, Acton, Mass. 01720, who has a photo similar to Beebe's.

Info. on the Chicago, Milwaukee & St. Paul's narrow-gage Iowa branch, discontinued in the 1930's, is wanted by "Sarge" O'Neill, 5945 S.W. 107th St., Miami, Fla. 33156.

Who can help Larry Plummer, 1335 W. 12th St., Tracy, Calif. 95376? He remembers a Missouri Pacific loco, No. 1729 of the Omaha Falls City Div., which had steam cylinders under the tender and driver wheels on the front trucks of the tender. She was used primarily to help on steep grades and was easy to distinguish by the sound of steam discharged from the cylinder. Larry asks: "Was this innovation made by the locomotive works, or was this dreamed up in the MP shops?" He thinks the idea may have been taken from the loco with a third cylinder mounted under the boiler.

Last month, in item 1, we mentioned the health hazard due to gasoline exhaust from highway vehicles and the need for electrically-operated automobiles and the return of trolley cars. Confirming our viewpoint is this Associated Press dispatch from Sacramento, Calif.:

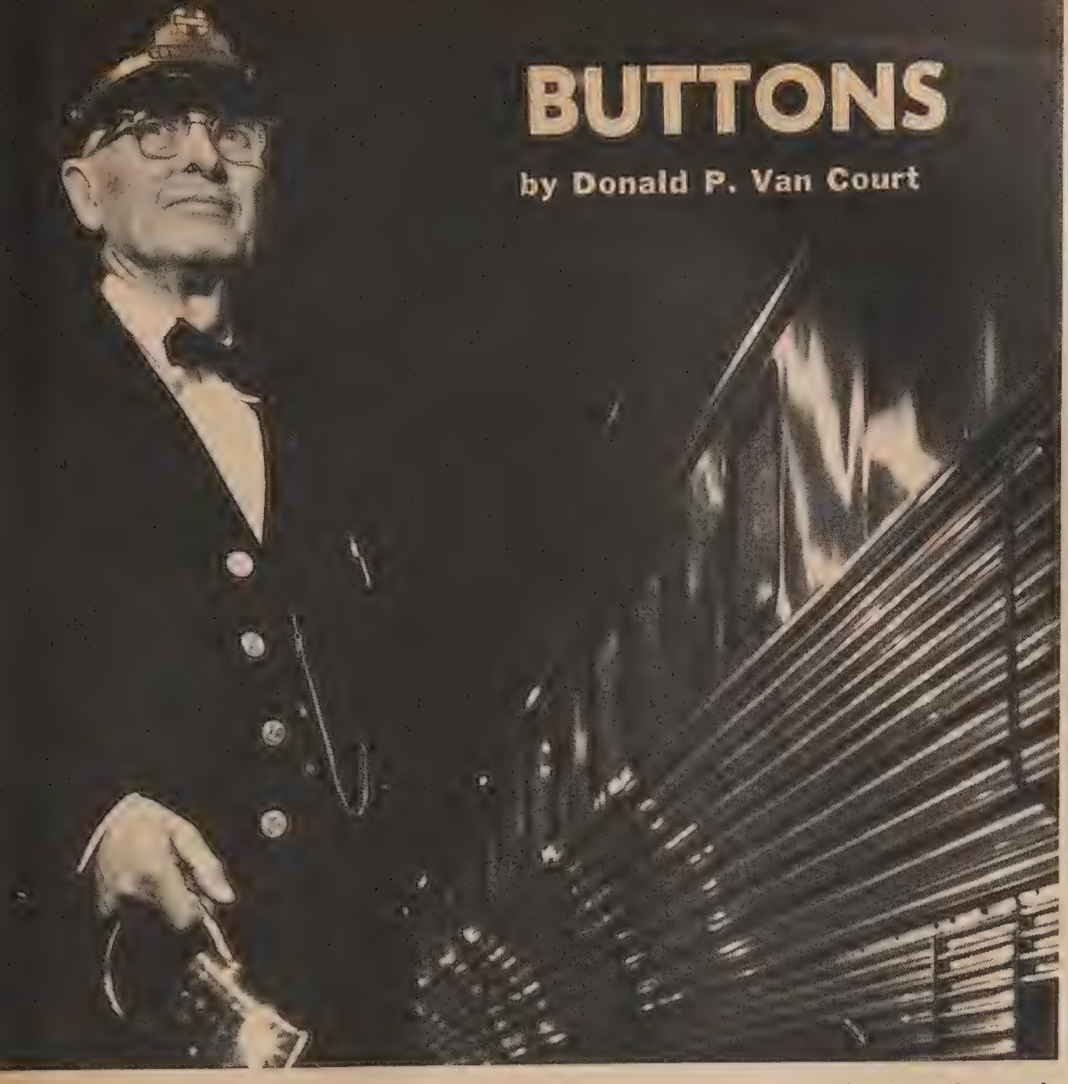
The state Senate Transportation Committee has voted to give serious consideration to a proposal to bar all gasoline-consuming cars from California highways by 1975. It did so after an air-pollution expert testified that a single automobile uses up more oxygen in a 45-minute drive than all the millions of people in the Los Angeles area can breathe during that time. Frank Stead, retired California air-pollution chief, told the committee that oxygen is destroyed and polluted so fast by the internal-combustion engine that human consumption is dwarfed in comparison.

William C. Kessel reports that the Buffalo area, including his home town of Hamburg, N.Y., may become the nation's first metropolitan area in which a motorist will be able to ride in an electric automobile capable of being driven manually on city streets or automatically on tracks. Researchers at the Cornell Aeronautical Laboratory (CAL), Cheektowaga, talk hopefully of testing such an experimental system in Buffalo and its suburbs as an outgrowth of a contract awarded recently by the U.S. Department of Housing and Urban Development (HUD).

The $99,912 contract calls for analyzing the merits of this system in a large metropolitan area. At present all the work will be on paper, but Cornell researchers hope eventually to receive money to build the vehicles and the system for practical demonstrations. ●

BUTTONS

by Donald P. Van Court



Santa Fe Railway photograph

ONE HOBBY never before written up in *Railroad Magazine* is collecting buttons from the uniforms of railroad passenger crews and station gatemen and transit employees. These artifacts symbolize passenger travel, they have historic value and come in many varieties and in collectable sizes. They are designed specifically for railroaders to wear on coat fronts, cuffs, and sometimes on either side of the cap badge. We collectors regard them as commercial if the roads are private enterprises or governmental if the roads are nationalized.

Our National Button Society classifies these items in Division II, Section I, Class 13, to distinguish them from non-rail items. Cap badges or woven lapel badges worn in the lapel do not come under the head of buttons, although some hobbyists are interested in them also. A rail button is one worn by an employe of a railroad or city transit line. The latter covers such forms of transportation as trolleys, horsecars, monorails, subways, elevateds, cable-car lines, and interurbans. It does not include merely steel wheels rolling on steel rails, for parts of the Paris Metro (subway) use rubber tires on concrete blocks. Some of us broaden the definition to take in buttons from uniforms worn on railroad-owned ferry and steamship routes, terminal companies, and sleeping-car lines.

It is mainly a male hobby. Very few women are listed among the really serious collectors we know of. Most of these persons are individualists, lone wolves. They do not belong to the National Button Society or local groups. Several fine lots of railroad buttons are parts of larger collections of general uniform buttons or dress buttons. Some fans are interested only in the button itself, not what it represents historically or industrially.

Many of the names and initials on rail buttons recall companies which disappeared long ago by merger or abandonment. Personally, I find the buttons equal in beauty to postage stamps, coins, cuff links, and other mass-produced artifacts. Looking at an intricate design, I try to visualize the hours of painstaking effort that skilled craftsmen spent to make them. Those men worked with hard metals to produce works of art for mounting in a drop-hammer to stamp out copies with the power of many sledges and precision measured in the thousandth part of an inch. Skilled effort by die-makers and die-sinkers produces fine craftsmanship.

Uniform buttons in the United States are usually made of copper alloys (brass, etc.). Some buttons in my collection are aluminum (U.S., 1888 to about 1915); wooden (Japan, early and mid-1940's); modern plastic (Canada, period of World War II, and now in Switzerland); hard rubber (Britain, during both world wars), and glass or clear plastic (Czechoslovakia today).

Most modern uniform buttons consist of three pieces. The face, into which the design is stamped, is usually thin brass spun around a second (flat) piece of brass. This under side has the maker's imprint or the uniform-tailor's name stamped on it. The third piece is a section of round wire shaped like an eyelet and forced into the button's center through a hole in the back. This piece, as a rule, is soldered to the back part in older buttons or crimped in place on modern ones.

Many very old (and a few of the newest) specimens are single pieces of metal having the shank either integral with the face or soldered onto it. Some intermediate-age buttons are known as the "staff" type from having been designed for the U.S. Army General Staff in the early 1800's. These resemble the types described in the preceding paragraph except that the face, with the design, is not spun over the back. Instead, a fourth piece, a thin short cylinder, is spun over both front and back. This last type, when viewed from one edge, looks like a tiny derby hat.

The United States has had three major and many minor manufacturers of uniform buttons. Most of these concerns have gone out of business. The only remaining ones I know of that will still make dies, etc., for you are the Scovill Manufacturing Co. and the Waterbury Co., both located in Waterbury, Conn., for the past 100 years or so. Another major oldtime producer was the D. Evans Co. of Attleboro, Mass., which turned out numerous attractive buttons for New England uniforms.

Aside from button manufacturers, you can find many names of big tailor shops on the backs of buttons. The Chicago area had Chicago Uniform & Cap and A. G. Meier; Cincinnati boasted Pettibone and Fechheimer; New York has S. A. French, Caleb V. Smith,

Author's collection includes: (1-4) Erie, post 1896; (5-8) NYLE&W, 1878-'95; (9) Erie, 1862-'78; (10) NY&E, 1833-'62; (11) A&GW; (12-13) NY&GL; (14-15) Lackawanna; (16) Hoboken Ferry; (17) Lackawanna; (18) SB&NY; (19-20) Lorain & West Virginia Railway.

and Browning King, and Philadelphia had Snellenburg, and so on.

Gaunt in England made some interesting American buttons. Some U.S.-Canadian railroads have both U.S. and Canadian backmarked buttons (mostly from tailor shops). British and British Empire buttons came mostly from three concerns: Buttons Ltd., Firmins, and Compton. However, there are dozens of British tailor-shop backmarks, many even giving the tailor's address.

Rail buttons were used in England as early as the 1830's. The earliest American usage we can definitely pin down are those from the Hudson

Some of the foreign buttons in the author's collection: (1) Dutch, (2-4) Belgian, and (5-16) French designs.

River Railroad showing a car and a dubious shield or a star, all pre-1850. In the decade preceding our Civil War many British and several American lines used rail buttons—for example, the New York & Erie—and in the late 1870's all major U.S. and British roads had their own buttons.

For the past 15 years I have been assembling data for a definitive history of rail uniforms and buttons, but discouragingly few details are recorded. Railroad company histories ignore the subject. Button-company files are woefully incomplete. For example, Scovill, which has had a full-time archivist working on the subject for 20 years, was forced to guess at many things in the period before 1882 because a fire that year destroyed their old records.

Equally scanty data on British buttons is available. I have two buttons which the British Rail people could not explain. One of them, from the Highland Railway, shows the arms of two towns but not the official Highland Railway seal. That button apparently dates back to earlier history. The other unexplained item shows the arms of the Aberdeen & Inverness Railway.

Tracking down such specimens is really tough, because a button could be commissioned by the railway itself (a design approved by company officials) or a uniform-tailor could supply it. You see, button-makers didn't care who ordered their goods or what wordage was used, so long as they were paid. This fact caused some hard feelings.

For example, the Union Transportation Co. of New Jersey (the old Pemberton & Hightstown Railroad) bought buttons from a Philadelphia concern which had made them originally for Union Traction Co. of that city, because the monogram of the two rail lines was the same UTCo. The tailors had been stuck with a lot of unsold buttons because Union Traction's name was changed in 1901 to Philadelphia Rapid Transit Co., which made the old monogram obsolete. "Just the right buttons for you," the tailor had told the New Jersey line, referring to the oversupply. This was a lucky break for the manufacturer. Inasmuch as Union Transportation had relatively few uniformed crew men, it could not afford to have a new die cut especially for their use.

Some button collectors found the situation confusing. UTCo buttons may have come from the large Philadelphia system or the small New Jersey line. In the latter case, because of their fewness, they are more valuable to collectors. My own UTCo buttons were acquired from the estate of a Union Transportation conductor.

Now for transit buttons. A small number can be traced back to horsecar lines in the late 1860's, mostly in the Boston and Philadelphia areas. There were definitely some buttons in the 1870's on New York City elevateds and in the Boston and Philadelphia areas. By the mid-1880's no self-respecting major city transit line was without special buttons, and by 1890 just about every such company with more than 100 employes had its own buttons made for uniforms. But buttons from before 1900 are very hard to get, particularly if the company had a short life. My own collection includes more than 35 of the 40 or so known different transit buttons in the Chicago area but only about 100 of the perhaps 150 to 200 button designs in the New York field.

Prior to the Civil War, there was some opposition by trainmen and horsecar-line employes to wearing uniforms, but this feeling died out because thousands of war veterans returning to work had become accustomed to wearing military uniforms. Besides, the immigration tide was beginning to swell, and most immigrants from Europe respected uniforms—and brass buttons were basic for uniforms.

My own collection of rail buttons is mounted on working cards, arranged by present-day companies in an attempt to show, with buttons, the family tree of each. My transit-line buttons also are kept similarly but with the carriers grouped by states. Main areas of my collection: (1) U.S. railroads, (2) U.S. interurbans, (3) U.S. city transit lines, (4) Canadian railroads, (5) Canadian transit lines, 6) British railways, (7) British tramways and rapid transit, (8) other foreign railways, and (9) other foreign tramways. The prettier ones I keep in 9x12" shadow-boxes on the walls of my home, changing the displays at intervals. I use the standard size card that the National Button Society requires for showing and competitive judging. Over the years I have won several ribbons, including two blues, at NBS shows.

The Society was organized Nov. 19, 1938, its yearly dues are $3.50, and it publishes an illustrated bi-monthly *Bulletin*, mailed to each member. This *Bulletin*, to which I contribute now and then, is available from the secretary, Mrs. James C. Booth, 4273 River Street, Willoughby, Ohio 44094. She is glad to answer questions regarding the National Button Society.

Steve Maquire's

TRANSIT TOPICS

Ex Kansas City car 472 carries passengers over the line of Ohio Railway Museum (P.O. Box 171, Worthington, Ohio 43085).

THE BAY AREA RAPID Transit District of San Francisco is in financial trouble, according to Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif. 94602. Original estimates on the cost of the BARTD rapid transit system were $792 million and later boosted to $996 million. But increases in price and labor costs, together with expensive lawsuits in the early years, have now brought a revised estimate of $1,192 million!

Steve Maguire

Legislation enacted in 1966 and Federal aid have taken care of some of the increases, but it appears that there will still be a deficit of about $87 million that can be provided for only by cuts in construction costs and delay of some projects. While construction contracts covering 38 miles of the new line have already been awarded at a cost of $300 million, it appears that money may run out by next year, unless new funds are found.

Some of the changes being considered by BARTD to lower costs are: finishing stations to a six-car rather than ten-car length, deferring erection of the new administration building in Oakland, eliminating the detachable pods or control sections to be placed on the end cars of trains as an aid to motor cars, postponing landscaping, and dropping plans to build two transit routes replacing streetcars for the Municipal Railway.

It now appears that BARTD must go along with trolleys on the new Market Street subway line of the Municipal Railway. Subway construction will place all stations between tracks and it may be necessary to run the single-end PCC cars left-handed along the underground portion, since they have no operating left side doors.

The BARTD deficit and the defeat of an important rapid transit bond vote give hope, at least, of indefinite retention of the San Francisco trolleys.

DELAWARE RIVER Port Authority has decided not to contract with the Southeast Pennsylvania Transportation Authority in running its new $80 million line from Philadelphia to Lindenwold, N. J., says Thomas Harper, a Philadelphian now on leave from Navy service.

The new line is scheduled to begin operating in the fall of 1968 and the DRPA is now assembling a staff to run it. Litigation between SEPTA and the Philadelphia Transportation Co. over evaluation of the line in the takeover by SEPTA is now before the Supreme Court of Pennsylvania.

DRPA may eventually enter into an agreement with SEPTA for leasing the line's operation, but it is more likely to wait until after SEPTA runs the PTC lines a while to see if its new service is as satisfactory as expected.

Tom Harper's Navy address is *USS Tanner*, AGS-15, c/o F.P.O. San Franciso 96601. He says that since last year he has visited Hong Kong and seen the double-decker trolleys there, and found steam still running in Vietnam and in Koahsuing, Taiwan. He'd welcome letters from readers.

MASSACHUSETTS Bay Transportation Authority will spend $1.2 million to build new maintenance facilities at the Dorchester end of the Harvard-Ashmont subway line and at the Mattapan terminal of the high-speed trolley line, reports

Ex Johnstown Traction 357 on trestle of Branford Electric Railway line.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

Ron Salters, 26 Pierce St., Weymouth, Mass.

The new Dorchester yard will have additional storage tracks and an underground service building. It is being built because the MBTA must vacate its Eliot yard in Cambridge for construction of the new Kennedy Library building on the site. At Mattapan, new washing and cleaning facilities will be built, together with an underground truck pit and mechanized truck lift.

MBTA has awarded a contract for train control and cab signal equipment to General Railway Signal Co. at a total cost of $5,613,000. The new equipment will allow 8-car trains to run along the new south shore line at speeds up to 75 mph and on the Cambridge-Ashmont line at 50 mph, with only 90 seconds separating them.

The system being supplied also includes high-frequency electronic track circuits, railway safety interlocking of switches and signals, pre-programmed train dispatchers; supervisory control consoles and an electronic car identity system. Safe train operation will be ensured by maintaining constant watch over the motorman's response to wayside conditions. He is alerted when there is a change in a signal aspect and should he ignore a more restrictive signal or operate overspeed, there is an automatic brake application made.

The whole operation will be guided by a control console that includes a track layout diagram of the entire line, headway recorders, and dispatching equipment at Washington station. Sy Reich, technical editor of *Railroad Magazine*, is employed by General Railway Signal Co. of Rochester, N.Y., and is working on their projects.

DESPITE claims of 2.5 percent annual passenger increases since its trolley replacement program began, Pittsburgh's Port Authority adopted a budget for 1967 that will bring it $4.6 million more into the red, states Richard Dadowski, 4214 Davison St., Pittsburgh, Pa. 15201, and PAT's own officers predict it will never get in the black again.

Richard adds: "It is difficult to learn just how deep in debt the Authority may be. Even the cost of the buses that were bought to replace trolleys is controversial. When it was first announced in 1965, the entire program for the purchase of 400 buses and strategically located garages was said to cost $17 million. Later costs ranged upward to $20 million, then $22.5 million, and ultimately $25 million.

"So, you can see why PAT's public relations office cannot come right out and state flatly that its buses make more money than the trolleys. Instead, all they can do is to cloud the issue by referring to the rail lines as outdated and by accusing anyone who suggests their retention of being a sentimentalist."

CZECHOSLOVAKIA heard from. "I'm a tramway enthusiast," writes Ladislav Reznicek, age 26, P.O. Box 397, Brno 2, Czechoslovakia. "A short time ago I received a few copies of *Railroad Magazine* and found them valuable and fascinating. I like especially the nostalgic old photos of early rail cars. American cars are very different from ours. I want to hear from anyone interested in history or photos of East European streetcars and railways, of which I have a large collection." (See photographs below.)

LAST remnant of the Jamestown, Westfield & Northwestern is now gone, reports Homer L. Danielson, superintendant of the Parks Division of the Department of Public Works, Jamestown, N.Y. He refers to the last mile of track of the former interurban line which was retained for use by the Erie-Lackawanna road when the interurban gave up its freight service. Its passenger service had been ended back in 1947.

The E-L bought the spur track from the JW&N so it could serve several industries along the mile or so of track connecting with its own rail in Jamestown. This track, which ran through a swamp, fell into disrepair, causing several derailments that were hard to rerail on such poor roadbed. So the E-L has sold the right-of-way to the City of Jamestown, which will add it to its expanding Chadakoin Park facility.

Among the trolley cars operating today in Czechoslovakia are (left) a modern Czech-built job on the Hlinky right-of-way and (right) 413 on Ostrava narrow-gage line from Bohumin to Brusov. Both pix are copyrighted by Ladislav Reznicek.

Indiana used to be famous for its trolley lines and interurbans. Here is a nostalgic street scene in Indianapolis in about 1900.
Collection of C. William Jernstrom, 822 Pelham Drive, Fort Wayne, Indiana

Photo by Russell A. Orr. 826 Lakewood Ave., Schenectady, N.Y. 12309

You may complain that this rare old photo is cut at the bottom. True, but we didn't cut it. The picture was made that way in 1915. It shows Manhattan Elevated Railroad engine 102, from New York City, on a construction job near New Paltz, N.Y.

Electric-car barn in Birmingham, Ala., as it looked 15 years ago. This structure is being demolished to make room for Interstate Highway. (See item below.)
Photograph by Alvin W. Hudson

Homer is gathering material for a history of the JW&N, the Jamestown Street Ry., the Chautauqua Traction, and the Chautauqua Lake Navigation Co., all owned by the Broadhead interests. He will welcome help on the project. He also sells JW&N rail spikes for $1.50 apiece postpaid. His address is 332 Forest Ave., Jamestown, N.Y. 14701.

ANOTHER last remnant is disappearing, this one in Birmingham where the large streetcar barns at 4th Avenue and 10th Street are being razed to make way for construction of Interstate Highway 65 through the city, reports Alvin W. Hudson, 1505C Montclair Rd., Birmingham, Ala. 35210. Demolishment of the large barns, offices, and maintenance buildings, built in 1895 of the usual brick construction, should yield some 800,000 bricks which can be salvaged for re-use.

MORE details of a hurricane which swept Corpus Christi, Tex., appear in ERA's *Short Circuit Bulletin*, a monthly publication, Milam Bldg., San Antonio, Tex. 78205. A photo in our April issue showed some of the hurricane's damage. Following the storm of Sept. 14, 1919, trolleys did not run for nearly two months. In the interim three jitney-bus routes were operated to provide local transportation in the stranded city. These did not last long and had stopped running before streetcar service was resumed November 18, 1919, by the Corpus Christi Railway & Light Company.

CABLE-CAR depot at Washington and Mason streets, San Francisco, is being restored to its original 1878 appearance, writes J. W. Willever, 228 Washington, Washington, N.J. 07882. Sandblasting will remove the paint down to the original brick, old-style gaslights will be installed, and the entrance will have an awning exactly like the one destroyed in the earthquake and fire of 1906. Renovation cost will be $80,000.

OLD No. 29 will run again in New Orleans, according to E. Harper Charlton, rail historian of Baton Rouge, La. This trolley was in the background of a photo of Harper in our story of him in the April *Interesting Railfans* piece. It is the last open trolley built by Ford, Bacon & Davis in existence and was used in work service by the New Orleans Public Service, Inc. Now it is being fitted with additional equipment so it can run as a leaf-sweeper along St. Charles Avenue route, the last New Orleans Public Service streetcar line.

Accumulations of dropped leaves are causing slippery rails on the line in damp weather and this car will be used to remedy the problem. Harper also reminds us that the St. Charles Avenue line is today the world's oldest continuous street railway operation, having seen horsecars, steam trains, cable cars, and trolleys in the 132 years since it first opened for service Jan. 8, 1835!

A NEW railfan group has been formed at Fort Wayne. Known as the Northern Indiana Railroad Historical and Technical Society, it plans to preserve artifacts of the railroad and interurban lines and to publish occasional railroad books.

According to John H. Simerman, 4914 Oliver St., Fort Wayne, Ind. 46806, the group has already begun working on a history of the Wabash and will follow with a work on the Chicago & Alton and a new volume on Fort Wayne trolleys.

To help provide funds for their publications, they have been granted permission by the Fort Wayne Transit Co. to remove and sell all the old metal trolley pole markers around the city. Each marker consists of an oval metal piece about 5x3" with lettering *Ind. Service Corp.* on top, *Railway* on bottom, and pole number in the center. These were attached to poles with a metal band and on removal give the appearance of an oversize trolley badge. They are being sold for $2.50 each by John Simerman, vice president of the Society.

AN EXHIBIT of great interest to fans of elevated and rapid transit lines may be seen at the New York Public Library, 5th Ave. and 42nd St. Entitled *The Rise and Fall of Elevated Railways, 1867-1967*, it had been in preparation for more than a year and consists of books, periodicals, manuscripts, paintings, drawings, photos, maps, and related artifacts, most of them from the library's own collection. It opened June 1st and will close Sept. 30th. Each viewer can get a free catalog.

New Electric Publications

***The Road From Upper Darby*, by Dr. Harold E. Cox, 48 pages, 8½ x 11", illustrated, staple-bound with soft cover, is published by Electric Railroaders' Assn., 145 Greenwich St., New York, N.Y. 10006, price $3. It tells the story of the Market Street subway-elevated line in Philadelphia which runs from the 69th Street terminal to Frankford Avenue. Although a small portion of the original subway line opened in 1905 and was served by trolleys, rapid transit cars began running in 1907 and the line continues to this day running underground in the downtown areas and elevated in the outskirts. Dr. Cox presents many old company photos, some of which show stages of construction of the elevated lines. The story itself fills only a few pages, leaving the main portion of the book for well-reproduced pix.**

Two Australian traction books are available from Owen Davies, 1214 N. LaSalle St., Chicago, Ill. 60610. *Destination Valley* is a 52-page history of the Brisbane (Queensland) traction system, one of the few still operating in Australia and whose future appears not to be short-lived. In 6x9" size with soft cover and staple-binding the book can be had for $1.25. The other book, *The Brighton Electric Line*, covers the story of a suburban route along the seashore near Melbourne which was operated until 1959 by Victorian Railways from Brighton Beach to St. Kilda, about 5 miles. Original equipment was entirely Brill-built, later cars being of Australian construction. There are 40 pages, 7x9". Price is $1.50.

Vol. 2 of *Traction & Models*, a monthly publication for juice fans and trolley modelers contains all issues from Mar., 1966, through February, 1967. In bound form it is now available from the publisher, Vane A. Jones, 6710 Hampton Drive, E., Indianapolis, Ind. 46226, at $10 per volume. Although T&M is now in its third year bound copies of Vol. 1 are not available.

Max W. Curran, 1005 Forrest Ave., East Brewton, Ala.

Joyce Byrd, Railfanette

Unlike Mrs. Dorothy Laughlin of Miami, who often runs the steam locomotive of the Gold Coast Railroad entirely on her own, another Florida railfanette, Miss Joyce Byrd, occasionally runs 2-6-2 steamer No. 101 for the T.R. Miller Mill Co. at Brewton, Ala., under supervision of engineer Bob Rucker.

"I enjoy every second of it," she enthuses. "Something about the sounds, smells, and looks of a steam engine, with the cool breeze blowing in your face, makes a cab ride exciting."

Joyce works for the mill company as assistant payroll clerk, with some secretarial duties, and spends most of her evenings at a business-school course, but finds time for recreation. With lustrous black hair and friendly brown eyes, she is moderately tall, 5½ feet. *Railroad Magazine* tops her reading list. She has a tiny collection of railroad cloth-patch emblems and wants to hear from anyone interested in this hobby. Joyce lives in the same town in which she was born Oct. 30, 1947, her address being Rte. 1, Box 896, Jay, Florida 32565.

All photos in this article (except author's portrait) were made by H. Reid, 8549 Wayland St., Norfolk, Va. 23503

I REALIZED with a jolt the other day, upon looking at the dates on negatives from my first film roll of railroad shots I am considering for book illustration—that I have been shooting steam trains for 30 years. But this is hardly a record. Plenty of old-timers can beat it. For example, George L. Barton, Jr., of Lynchburg, Va., was snapping N&W excursion trains to the Jamestown Exposition as long ago as 1907; and the amazing Fred Jukes, like myself an occasional contributor to *Railroad Magazine*, captured railroading in the Old West on celluloid even before that!

Yet in my own time I have seen the *Official Guide* grow lean and emaciated. I recall spending golden Saturday afternoons in Suffolk, Va., when I had a choice of photographing, on a whim, puffing power of the Virginian of N&W, the Atlantic Coast Line, Southern or Seaboard. Closer to my home in Norfolk I could add to the list the C&O, Pennsy, Norfolk Southern, and the Norfolk & Portsmouth Belt Line.

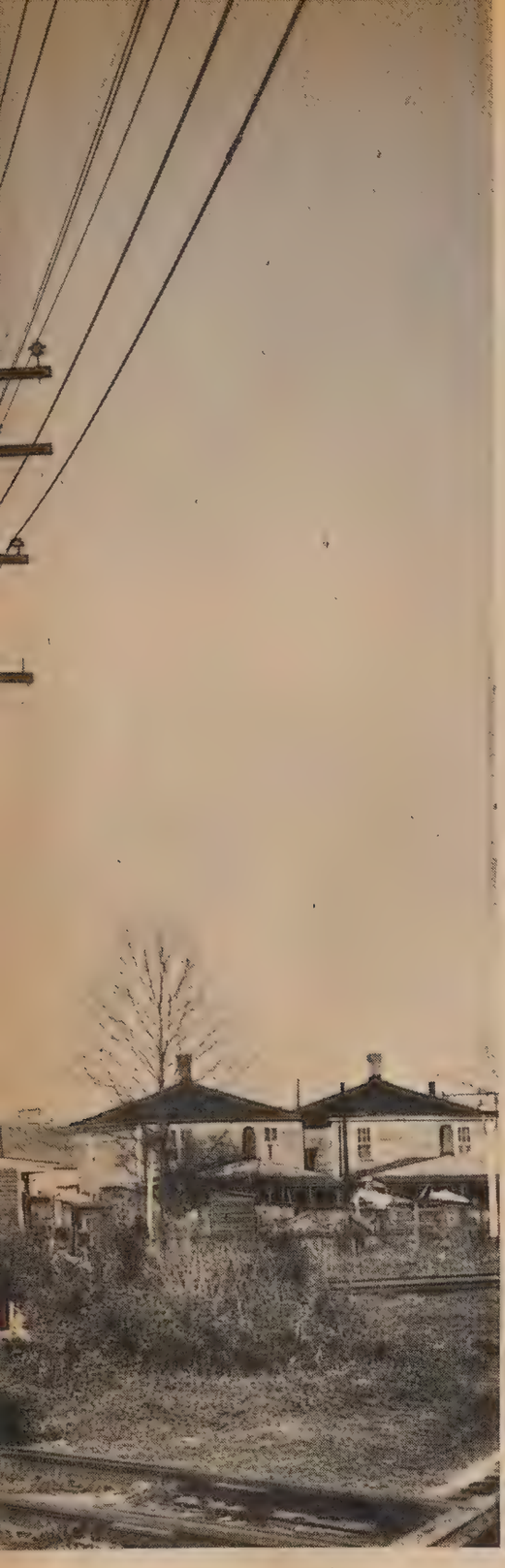
Nearby loggers such as Richmond Cedar Works, Dismal Swamp Railroad, and Camp Manufacturing also were endeared to me. There were industrials. Eastern Gas & Fuel and Atlantic Creosoting, as well as the bustling Fort Eustis Army Railroad, all trailing smoke plumes through the sky, and you can be sure this steam fancier enjoyed his Tidewater Virginia environs "back in the days." And now pickings are slim. But Eustis still operates five well-groomed 2-8-0's and there are many delightful steam tourist lines throughout the country, my favorite being the Graham County, with its Shays, in western North Carolina.

Sometimes, when called upon to speak at banquets or on TV, I am asked about my interest in rail photography. Possibly some readers of *Rail-*

THIRTY YEARS
of Steam Photography

by H. REID

At right: portrait of author with books he has written.



Southern 4501 entered Burkeville, Va., last September. Photographing this excursion was one of the high moments of my picture-taking career.

Bobtailed switchers, such as Norfolk Belt Line 0-6-0 No. 11 at Berkley Yard in Norfolk always had a particular fascination for me.

road Magazine might welcome such reminiscences. I spent much of my growing-up time in Lambert's Point yards of the N&W, not far from my home, and the earliest locomotives I can remember were class J 4-4-2's, forerunners of the more famous steamlined 4-8-4's. During that period the only engines I had access to were in localities I could reach by walking or by pedaling my second-hand bike.

My first eager look at a copy of *Railroad Magazine*, then called *Railroad Stories*, widened my horizon a lot. In those days its *Switch List* was known as the *Railroad Camera Club*. Its listing of fellow hobbyists prompted me to buy a small, cheap, Univex camera made of bakelite, a pioneer plastic, and films about the size of a roll of penny mints. Even then I could see "the hand writing on the wall." In those economically trying times there were signs that steam power had begun to wane, although not yet on the N&W. I knew I'd better photograph some of the older engines while they were still around, and thus a Univex started me on 30 years of rail picture-taking.

Nowadays I can shoot steamers, the few I find, under normal lighting at 100th of a second, between f-8 and 11 on Verichrome Pan film in my venerable pre-war 616 Monitor camera. This may be at odds with meters, but it suits me. In action shots I seek to convey a clear-cut image of a train in its typical surroundings. This endeavor has met with some success; I have contributed photos to scores of books, including those I've written myself, and various periodicals.

I also have a Graphic camera, reflexes, and an assortment of 8mm movie and 35mm slide imports; but for black and white I find myself returning to the Monitor, still the best train-picture camera I know of. A folding type, it stuffs easily into my back pocket. The negative size, 2½x4¼", is good for engine and tender views while the 400th of a second shutter has stopped almost everything I shot, but not the last run of a Norfolk & Western J into Norfolk.

Even at three-quarters front, the engine giving the least trouble with motion, No. 611, blurred on me at Disputanta, Va. Later I found out why. The hogger was going 98 per. Nearly all of the photos I have had published came out of the Monitor.

In some quarters color is outmoding black and white. I am currently using a Ward's AM 550 color-slide camera

with built-in exposure settings activated by a hearing-aid battery. You point and shoot. The gadget does your figuring. I prefer that to reading a meter.

My favorite all-time film was Eastman Super XX, a moderately fast panchromatic type that worked well in adverse weather. I also had a high regard for a pioneer Eastman orthochromatic NC (non-curling), a slow, caboose-darkening film that, due to its fine grain, enlarged quite well. Nowadays I use Eastman Verichrome Pan, another emulsion suitable to foul weather. However, I advise amateurs to select one film, no matter if it's a drug-store bargain brand, and stay with it. That way, you get to know its values as well as its limitations. Testing new brands can be disappointing.

What weather is ideal for rail photography? Technical people make a big to-do about bright hazy days. True, under those conditions you can work from either side of the track without fear of massed shadows. But I prefer brilliant, baking-hot summer days, letting the harsh shadows, suitably controlled, work for me in providing dimension. Furthermore, I'd much rather take pictures in pouring rain than in heavy clouds with no precipitation. You can get surprising effects with rain and you can bank on reflected light not present in mere clouds.

The Shays on West Virginia's Cass Scenic Railroad are most interesting.

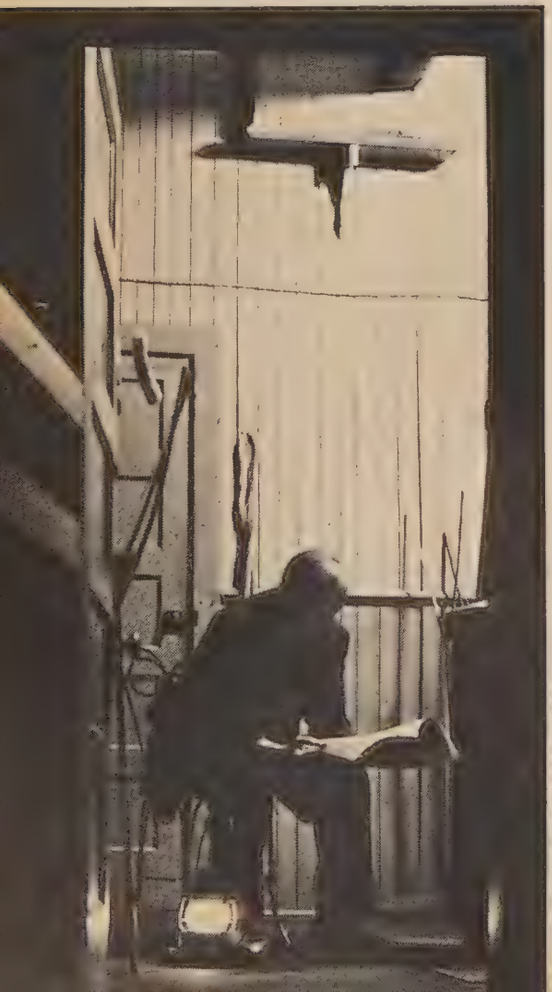
In 1948 I worked the Southern's Saluda Hill in weather that would have delighted Noah. To protect the relic Eastman Kodak Autographic 1-A, I was then using, I stripped to bare essentials and wrapped my clothing around the camera as protection. A shot I made that day of a passenger train struggling uphill on slippery track was exposed wide open at a 25th of a second and clearly showed raindrops. Lucius Beebe used this picture in one of his books.

As a newspaperman supplying pictures for works by other authors, I began to feel that I should write books myself to help preserve railroad history and lore and at the same time share my camera subjects with a larger number of people. Quality of product has always meant more to me than pay received. Kalmbach Publishing Co. put out my first book, *The Virginian Railway* (no longer in print). Then came *Extra South* (Starrucca Valley Publications) and *Rails Through Dixie*, a collaboration with John Krause, an outstanding steam photographer (Golden West Books).

Currently I am working on several new titles, particularly *Norfolk & Western,* a large volume with publication committed but not yet scheduled. I will illustrate this history with the work of other photographers as well as my own, probably including the first railpix I ever made.

Meanwhile, I continue to file my negatives in small glassine envelopes, in white outer envelopes on which I record dates and locations, classifying

This night shot shows a Chesapeake & Ohio operator at Westham, Va. The depot has been preserved and moved into downtown Richmond for display beside a C&O 2-8-4 locomotive.



Recent shot of a steam locomotive (2-8-0 No. 612) being serviced on the United States Army Railroad at Fort Eustis in Virginia. This road still uses steam.

Any time I photographed steam on the Virginian was a happy occasion. This picture shows the pioneer multi-purpose 2-8-2 type No. 47 in dramatic action.

the whole by numbers under alphabetical groups of railroads and kept in a metal filing cabinet. But like many other people, I have a tendency to procrastinate. I would not like to admit how many of my negatives are stacked up and awaiting classification.

Knowing of my interest in steam, someone asked what I do with my hobby now that steam is scarce. Mainly, I write and research. At times I chase cabooses with a camera through territory I missed in the Steam Age. I also have taken to shooting pictures of railroad depots, rolling stock, and bridges, some of which I've adapted to my HO scale model layout. But none of these activities replace steam in my affection. I don't think they ever will.

There has never been any one big moment in my hobby, a single event that stood out above all others, but I have known countless periods of exultation in my quest for steam pictures. Any time I photographed Virginian power I was enjoying life. The same could be said for catching the Rowlesburg & Southern's Shay climbing the hills of West Virginia and the Norfolk & Western's last G class 2-8-0's in action. Likewise the Intermountain's version of Ephraim Shay's invention, the most rundown one I ever saw running.

Of course, there were disappointments, too. One time in 1947 I went picture-hunting with a Richmond pal named A. A. Thieme. While riding a bus one sunny day in Piedmont, N.C., we saw a Consolidation type of the Randelman, Ashboro & Southern cutting trackside weeds with her flue pilot, in ideal weather, but we had no opportunity to photograph her. On another occasion I shot a double exposure on the last run of a Norfolk & Southern 4-6-0. Oh, well, that sort of thing happens to us all.

The most cooperative Class 1 road I've ever known was the Virginian, whose superintendent of motive power, L. C. Kirkhuff, was one of the real gentlemen in the business. On a hot summer day 20 years ago, when I was visiting Princeton, W.Va., with a camera, he hauled a dusty 4-4-0 out of storage in the roundhouse, had a man letter and paint numerals on this, the last of his road's EA class, and then apologized for not having had time to hang on connecting rods!

I found the N&W very helpful for camera bugs who had pre-arranged permits but not for those who hadn't. Back in steam days, the Southern leaned toward being difficult, especially at Gastonia and Greensboro, N. C., even though I had a letter from the president of the system authorizing me to take pictures, but Southern Railway hospitality abounded at Lynchburg, Va.

A curious practice I ran into was the Western Maryland's insistence on recording the numbers of steam engines which I photographed. Dixie shortline railroaders as a rule are friendly and are often flattered that anyone should want to take pictures of their equipment. This applies especially to the Graham County's Shay-operated road in North Carolina. Besides, the photogenic Louise Sawyer, with more curves than the GC's main line through the Great Smokies, often hangs around that railroad and adds to the enjoyment of picture-taking there.

Which railroad officials have impressed me most? In my judgment, the "brass collar" with the best knowledge of railroading combined with human kindness is John W. Barriger, president of the Katy, who was featured in *Railroad Magazine's* series of *Interesting Railfans*. Twenty years ago I knew a little boy in Norfolk, flat on his back with rheumatic fever, who wrote to Barriger, then president of the Monon, for what he called "a little information." Barriger responded generously by supplying the information and at the same time sending the invalid a carton of engineer's peaked caps and a set of outsize reproductions of railroad paintings by Howard Fogg in full color.

I could mention others, too, notably the late C. F. Fitzsimmons, a Virginian Railway assistant, with whom I enjoyed the most cordial relationship. I was the Virginian's unofficial photographer and he was my historical backstop. In fact, the list is too long to be included here, but I must add the name of Lt. Col. Bill Bevers, formerly of the Southern Pacific, who rates a big salute for keeping military discipline and photographic privileges in proper perspective at Fort Eustis. Bill often serves as project officer for special steam trains and was partly responsible for the Fort Eustis pix I had in *Railroad Magazine*.

In 1997, I hope to be still around to write about my second 30-year period of railroad photography. ●

Graham County Shay in a rural setting. (See also photo on page 27.)

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Excursion on the Monadnock Northern, Sept. 29, 1964, doubleheaded by No. 15 and Canadian Pacific No. 1293.

Donald S. Robinson, 408 Davis St., Greenfield, Mass. 01301

Denver & Rio Grande Western 476, an outside-frame 2-8-0 now used on Silverton run, is seen with train 215 westbound at Toltec Gorge in 1950 in final months of operation. (Photo from *Colorado Annual 1967*, which is reviewed on page 56.)

HOBBY CLUB

Conducted by Sy Reich

DOCUMENTARY. The Brotherhood of Railroad Trainmen is making a documentary movie on railroading and how it has helped build our nation. To get the real flavor of the times and the men involved "human" photos are needed. Do you, perhaps, have a shot of bidding farewell in the depot before a long trip? Or pix of railroad working conditions in early days? The clothing railroaders wore, their picnics, the ways they relaxed? How about old strike scenes, especially of 1884 and 1897? Anything on Eugene V. Debs or other early rail labor leaders? *Real* funny picture (not movie comics)? The documentary will be made by Harold Mayer Productions, Inc., 350 W. 57th Street, New York, N.Y. 10019. Lend them any authentic old human pix or newspaper clippings that you think may be of interest; they'll copy the material and return it to you.

Sy Reich

WE HEAR from Robert B. Shaw, author of *Down Brakes*, a major work on train, subway, and streetcar wrecks and their causes, which we reviewed August, 1962.

"I am really just a fan," Bob told us, "with little railroad background except for six months' military service at the end of World War II as assistant to the Superintendent of Railways in Korea. Although this was a brief period, it was a crucial one, as the railways were run down by the war and also faced new conditions under the occupation. I have seen only one train wreck in the States, while in Korea I saw several."

Robert B. Shaw

After his discharge from the Army, Bob was awarded the Commendation Medal for his railway service.

Down Brakes, which has 487 pages, illustrated, carries a long, detailed 130-year account of railroad accidents in the U.S. and overseas. It required endless hours of research, many of which Bob spent in the New York Public Library consulting microfilms of old newspapers. The author says his toughest problem was the very early period, 1830 to 1850, when newspapers were primitive and inaccurate. Distraction

Colorado & Southern E5 units 9951 A and B led eight cars of the *Texas Zephyr* (originally *Denver Zephyr*) out of Fort Collins, Colo., headed for Denver on return trip of a special 30th anniversary farewell run, Nov. 8, 1966. The antiquated equipment was doomed for scrapping. Out of two sets, only eight cars in operating condition could be found for the excursion. Retirement since then of the train's equipment left the *Nebraska Zephyr* as Burlington's only articulated streamliner.
Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

was another problem: coming across stories that excited him, such as "Lincoln Elected President!"

Bob visited sites of a few accidents. He writes: "At Shohola, Pa., I stopped to ask a man at the filling station if anyone there knew of the big prisoner-of-war crash on the Erie in 1864. He said, yes, In fact, it happened alongside his father's farm and the victims were originally buried there. Many years later the Government moved the bodies to the National Cemetery at Elmira, N.Y.

"Another time, wandering through an old graveyard at New Canaan, Conn., I chanced upon the grave of one of the victims of the Tariffville wreck. It read: 'Jennett Warner, Born Jan. 20, 1832, Killed at Tariffville Disaster Jan. 15, 1878.' Since writing the book, I have met a few survivors of various train wrecks. When shown the book, they turn first to the wreck they were in."

Which wreck interested Bob most? "This is hard to say," he explains. "There was more flavor about the old wrecks—perhaps I just got wrapped up in the legends that surround them. Amid the tragedy much was odd or even amusing. How convenient it was that the Pennsy wreck at Pittsburgh (Oct. 8, 1880) occurred right beside a large hospital! And at Mud Run, Pa. (Oct. 19, 1888), some passengers on a special train chartered by the Total Abstinence Union were observed to be intoxicated. Or remember the man who was supposed to have been killed in the Times Square subway disaster in New York but returned home in time to see his own (?) funeral?"

Bob, whose address is 56 Pine Street, New York, N.Y., has written only one book but has published over a hundred articles, mostly on rail topics. He still has some copies of *Down Brakes* available for sale at $8.50 each. We think you'll like it very much.

WE LIKE letters short and to the point. Again and again we have urged readers to keep their communications brief, for two good reasons: (1) our staff is too small to wade through long, tedious letters and (2) we don't have enough space in the magazine to print such material even if we could find time to read it. How often must we say so? We don't want long-winded letters, especially if written in sloppy handwriting and hard to read. Of course, when we ask anyone for certain info. that can't be stated briefly, we would not expect a short, crisp reply. If your penmanship is less than good, we will be glad to hear from you just the same, but please take extra care to make names and addresses legible.

The Steam Parade

"Recent issues of *Railroad Magazine* have said Shay locos 2 and 3 of Feather River Ry. were stored at the Western Pacific roundhouse at Oroville, Calif.," writes Terry E. Durkin, president of Pacific Southwest Railway Museum Asso., 1521 W. Hotel Circle, San Diego, Calif. 92110. "One of them, No. 3 (Lima, 1923), has been donated to us and is now being displayed and operated at the Orange Empire Trolley Museum at Perris, Calif. We need cash contributions from fans to pay for shipping and operating her and two other steamers donated to us.

"Feather River Shay No. 2 has been donated to the State of California to be displayed at the Oroville Dam, but not operated. The Georgia Pacific Corp., which owned the old Feather River Ry., also gave us all their Shay spare parts. We now have an inventory of over $20,000 worth of parts, including many for old 70-ton Shays, which we will sell to raise money for our museum."

American steamfans should be proud to respond to an appeal from the Southern Locomotive Preservation Co. Ltd., 41 Harrow Rd., Carshalton Beeches, Surrey, England, which seeks funds to preserve a U.S.-built steam loco, the

last tank engine class of the former Southern Ry. of England to remain in service. Unless financial help is received soon, this oldtimer will be scrapped. Rarely do railfans preserve a foreign-built loco; for that reason we hope U.S. readers will send cash donations to our English friends.

"On a recent trip to Russia I visited Moscow, Leningrad, and Minsk but saw only one steam loco on the now all-electrified lines around Moscow," writes Dennis A. Lewis (loco driver, British Railways), 101 Blacon Ave., Blacon, Chester, England. "Leningrad is a little better in that respect; most trains there are hauled by diesel or electric power. Some steam is used in and around Leningrad for passenger trains, for switching, and for short freight hauls from yard to yard. Minsk is a steamfans' paradise. The U.S.S.R. in general is going in more and more for electric power. It still has a fair amount of steam, partly of German origin, especially in the Baltic countries of Estonia, Latvia, and Lithuania."

The Motive Power Department of of Pine Creek Railroad (P.O. Box 622, Farmingdale, N.J.) is looking for the bell which was intended for mounting on its Plymounth gas locomotive. Last seen in the toolshed, the bell is about 10" in diamater and has a brazed crack. Help in locating it will be appreciated by Andy Morrison, 29 Old Farm House Rd., Millington, N.J. 07946. The Pine Creek's railroadiana shop takes mail orders for 35mm color slides of Pine Creek night scenes, set of 4, $1.10 postpaid.

In an old book about steam locomotives, Gordon Y. Mills, 1159 Loma Sola Ave., Upland, Calif. 91786, found a reference to *inside* admission slide valves. "This was new to me," he says. "I had thought all slide valves were *outside* admission. Will some reader please cite examples of locos equipped with the *inside* type or show me photos of them?"

Steam passenger service is now in effect on the Puget Sound & Snoqualmie Valley Railroad, operated by the Puget Sound Railway Historical Asso., P.O. Box 1362, Seattle, Wash. 98102. This service began officially at Snoqualmie last May 28th at 12 noon. Preceding the first revenue run was a courtesy trip for invited guests, newspaper reporters, and members of the Association.

Among the Mexican roads which used Camelbacks, according to Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138, were the Congenta Coal Co. (0-8-0 No. 1 and 4-6-0 No. 4) and Ferrocarril Carbinifero de Coahuila (2-8-0 No. 3), all engines by Mexican Coal and Coke Co. The 3 engines then went to the Mexican International and were scrapped in about 1924. Another Camelback was 4-6-0 No. 18 of Ferrocarril Carbinifero de Sonora, built in 1900, which in 1901 became Southern Pacific No. 2282. SP rebuilt her and turned her old boiler over to the roundhouse at Fresno, Calif.

An interesting (but non-Mexican) Camelback was a 2-6-2 that Richmond built in 1904 for the Virginia Anthracite Coal & Railway Co. but which eventually became Norfolk & Western's 2nd 91, class 0-28, and was scrapped in 1916. N&W took over the coal road in 1912. Richmond built 10 similar 2-6-2's for Lehigh Valley passenger service.

Setouts and Pickups

Deprived of local rail service by economy cuts, the residents of Darley Dale, Rowsley, and Beeley in England returned to the stagecoach travel of their ancestors with a red and yellow coach 150 years old, pulled by 4 horses. This service is now operating regularly on week-ends. Fares are slightly higher than by rail.

Bert Pennypacker's article on the Pennsylvania-Reading Seashore Lines last month prompted this letter from E. S. McKeown, Twin Linden Apts. 1-32, Deptford, N.J. 08096: "Work is in full progress on the Kirkwood high-speed line to Philadelphia, due for completion next year. This line parallels the P-RSL tracks. No more local train service is available between Camden and Haddonfield, N.J. Present seashore service now operates to Philadelphia via Delair bridge. P-RSL recently cut to 10 the number of its Atlantic City trains."

A non-railroading thought for the month from Thomas Carlsyle: "Blessed is he who has found his work; let him ask no other blessedness. He has a work, a life purpose; he has found it and will follow it."

Thurgood Marshall, the first Negro ever picked for the U.S. Supreme Court, is from a railroad family, his father having been a Pullman porter and dining-car steward. Prior to his latest appointment, Mr. Marshall was solicitor general, the Federal Government's top lawyer. He argued many cases before the highest court and won nearly all of them.

R&LHS, N.Y. Chapter, plans LIRR obs.-business-car trip, Jamaica-Montauk, in Sept., $10. Contact chairman, Box 434, New York, N.Y. 10017.

"Years ago the Pennsy built a long yard with many tracks on the south side of its main line west of Adams, N.J.," writes Albert J. Franck, P.O. Box 171, Richmond Hill, 10018, N.Y. "I often saw it, yet never noted the least indication that it had been in use. It has since been torn down. What is the story?"

Because his grandfather, J. C. Reynolds, was chief (civil) engineer for the old Plant System in the 1880's and '90's and built quite a lot of it, W. H. Reynolds, 248 James River Dr., 23601, Newport News, Va., has a specialized interest in the Atlantic Coast Line, which includes the former Plant System south of Charleston, S.C., and he is proud of Reynolds Street (named for his grandfather) in Waycross, Ga. Our correspondent mentioned these matters when ordering a copy of Richard E. Prince's big new book, *Atlantic Coast Line*, from the *Railroad Magazine* Book Service at the cut-rate of $11.90.

A new, 34-page, paperbound book, *Rails to Possum Trot*, by J. A. Stowe, tells the story in words and pictures of the Reader Railroad. There are 75 photos, mostly quite good, plus a pictorial map and 6 line cuts. The Reader is a 23.5-mile, single-tracked shortline hacked out of the Arkansas forests. It serves 3 on-line industries: a sawmill, a post and pole peeling plant, and an asphalt refinery, with tri-weekly operation, but is unique in that its trains are steam-powered and mixed, with one or more coaches coupled behind boxcars, gondolas, and tank cars. The Reader is the the only road that regularly offers such passenger service. After reading *Rails to Possum Trot* and browsing through its illustrations, steam fans will want to ride its mixed train.

For the past two years, editor Freeman Hubbard has been wanting to write up Tom Long, president and general manager of the road, in our series of *Interesting Railfans*. Tom is willing, he says, but is too busy "right now." *Rails to Possum Trot* may be bought for $2.50 postpaid from the publisher, Illini Railroad Club, P.O. Box 62, Champaign, Illinois.

Railsong Recordings

We often get letters from readers asking where they can buy recordings by the late "Haywire Mac," Harry K. McClintock—railroad boomer, minstrel, composer of two great songs, *The Big Rock Candy Mountains* and *Hallelujah, I'm a Bum*, and author of many fact and fiction stories in old issues of *Railroad Magazine*.

Now we learn from H. Reid (8549 Wayland St., Norfolk, Va. 23503) where to get one of Mac's recordings, *Jerry, Go Ile the Car*, a rollicking railroad piece sung by Mac to the accom-

Saturday Morning WORKERS WANTED Men and Women

Here's an Easy Way To Make An Extra $2.50 to $25.00 For a Few Hours' Dignified Work

We're looking for men and women who have a few hours to spare on Saturday morning (weekday evening hours are just as good) and who would like to make a little extra money with their time. If you're that kind of man or woman, we'll provide everything you need to get started making the extra money you want.

The "work" is easy and dignified. It gets you around . . . helps you meet people and make friends. We start you off by sending you our beautiful color catalog of more than 200 men's and women's shoe styles. You take the catalog around to friends, neighbors, relatives and fellow workers and let them select the styles they want to order from the catalog.

There are a lot of reasons why your friends will want to order from you. The shoes themselves are beautiful. They are extra-*comfortable.* Then there's the *convenience* of being able to shop this easy way. And the terrific *selection*—because we warehouse hundreds of styles, sizes and widths including many that are hard to find elsewhere—dress, sport, work shoes for men and women; exciting *new* styles; popular boots. Not to mention the fact that your friends will be glad to help make your new "business" a success!

Amazing

HOME "SHOE STORE" That I'll Send You At My Expense!

Send for our FREE COLOR CATALOG Outfit. Try our plan. If it makes money for you, as it has for hundreds of other men and women, we'll arrange for you to have this advanced outfit containing actual sample shoes!

Mail The Coupon NOW!

And you'll like the money. You put $2.50—$5.00—or even $10.00 cash profit in your pocket, every time you send us another order . . . profits you collect on the spot. You may never get rich. But there's a lot to be said for a plan that is this *easy* and can put anywhere from $2.50 to $25.00 profit in your pocket for one morning's work—with NO INVESTMENT on your part—and you even save money on your own shoes!

So if you're looking for some easy extra money and have a few hours you can spare, send us the coupon. We'll see that you receive the beautiful COLOR CATALOG—and everything else you need to start making money—right away quick by return mail.

Charles CHESTER Shoe Mfg. Co., Dept. 195
Brockton, Mass. 02403

Rush FREE outfit including Color Catalog so I can start making money right away.

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Address_____

City_____ State_____ Zip_____

Charles **CHESTER** SHOE MFG. CO., Dept. 195
Brockton, Mass. 02403

paniment of his own banjo. That classic is included in a new album, *The Railroad in Folksong,* together with *The Orange Blossom Special, The Wreck of Old 97, The Davis Limited, Engine 143, The Wreck of the Virginian,* and 9 others, by various recording artists, all in RCA-Victor LPV-532, obtainable for $4.79 in large music stores.

Engine 143 was recorded by the Carter family, famed in the 1920's for playing at social gatherings in the Clinch Mountains of Virginia. It's the story of a brave engineer (most of them were brave in folksongs) and how his Chesapeake & Ohio train, *The Fast Flying Virginian,* hit a rock at Hinton, W.Va., in 1890, and the hogger, poor George Alley, bashed his head against the stone but allowed he was right proud to die for the engine he loved.

Orange Blossom Special, tribute to a Seaboard Air Line passenger train, is a standard hillbilly fiddle piece. *The Wreck of the Virginian,* a rendition by blind Alfred Reed, tells in traditional style how a passenger train banged into a freight at Inglewood, W. Va., in 1927. *The Davis Limited* is folk music by Jimmie Davis, some of the stuff which highballed him into the Louisiana governorship. Instead of devoting his full attention to political issues, Davis got votes by entertaining his public.

The Wreck of the Old 97 is Vernon Dalhart's tenor version of the pile-up of a mail train in 1903—a wreck so important that Freeman Hubbard gave it a whole chapter in his book *Railroad Avenue.*

"What Victor has done in this anthology," H. Reid comments, "is to recall a bygone era of coal smoke, valve oil, and steam. The re-engineered recordings are as if old woodcuts from *Frank Leslie's Illustrated Weekly* have suddenly sprung to new life in music form."

Meet Bill Steventon

"Sound is one item that every individual keeps locked in his memory," says Bill Steventon, Hawkins, Wis. 54530 discussing his Railroad Record Club, "and desire for sound is based upon particular memory. As one woman stated after hearing one of my LP's, 'That one sounds just like the trains on the North Dakota prairie when I was a little girl.'" Bill explains he cannot satisfy every request even though his selections include 37 different steam and traction lines. Some specify the loco and cars, certain locations, and even time and weather.

Bill's interest has deep roots. His father was an engineer on the New York Central and took the boy on many runs as well as encouraging his interest in rail photography and activity in the International Engine Picture Club that our magazine sponsored long ago. Later father and son discussed the possibilities of railroad sound movies and recordings, but cost was prohibitive. After World War II Bill bought a tape recorder and other equipment and made his first recording in Maryland of the Baltimore & Ohio. He aimed to develop a private sound library, but word got around and soon he was swamped with requests for copies.

"Most of my spare time was consumed in cutting individual records," Bill recalls. "My decision to stop all record work except for my own library brought many protests, so in 1955 I got in touch with a large recording concern and we worked out an arrangement that has lasted ever since. Later I established the club, and it released four records a year until 1965. Material available now for many new releases awaits only the time needed for their preparation."

The records are 10", 33⅓ RPM, LP's of on-the-spot railroading plus descriptions of action. They sell for $4.50 each; 3 or more cost $4 each.

Live Steamers

Leo Myers, builder of live-steam locomotive models, has returned home from Spain, where he was engaged with some of his models in filming *The Last Trumpet,* based on the life of Gen. George A. Custer and the battle of Little Big Horn in Montana—the only major battle in which Indian warriors defeated the American Army. The movie is scheduled for release this summer.

Leo was born April 26, 1897, in St. Louis, Mo., but grew up in suburban Kirkwood near Missouri Pacific and Frisco railroad tracks. His home for 35 years was about two miles from Barretts Station, present location of the National Museum of Transport, of which Leo is a member. At this site there were two tunnels on the old main line to Kansas City, the first two railroad tunnels built west of the Mississippi.

While Leo was attending school he often spent part of his lunch hours at the railroad yards watching a Baldwin 4-4-0 being turned around on the turntable for departure on the MP accommodation train to downtown St. Louis. Such scenes gave the lad a love of steam power and eventually started him building miniatures. One time Leo and his wife won a tiny pot-bellied coal stove in one-inch scale as a canasta bridge prize and, at the suggestion of his shop foreman, built a one-inch scale caboose in which to place it. In 1954 Leo attended a live-steam meet at Lomita, Calif., which led to his visiting several one-inch scale railroad layouts and eventually prompted him to lay out a 250-foot Ozark Lines in his back yard at Clayton, Mo., where he was then living. He now has 8 locos. All of his one-inch scale models have been built from prototypes.

Years ago he contracted with the Smithsonian Institution in Washington, D.C., to build a half-inch scale operating model of the Chicago & North Western's 1015, an Atlantic type on display at the National Museum of Transport. But Leo Myers is best known for his very fine collection of Civil War railroadiana, featuring the Andrews raid of 1862 and including several original parts from the rebuilt loco *General.* The exhibit is housed in an old wooden-bodied Mississippi Central coach. Leo's tool-shop address is 6725 Olive Blvd., St. Louis, Mo. 63130.

One of the oldest examples of midget steam loco construction has been obtained for the Strasburg Rail Road Museum at Strasburg, Pa., by the Pennsylvania State Historical & Museum Commission, reports L. P. Cummings. Built in 1887, engine 3 and 5 pieces of rolling stock carried passengers for 8 years over the 3,700-foot Delaware, Schuylkill & Susquehanna Railroad at Drifton, Pa. That consist was publicized nationally as "the smallest operating passenger train in the U.S." when it began pounding the rails 80 years ago.

Complete in every detail and still in good running condition, the train is stored at the William Penn Memorial Museum in Harrisburg, Pa., awaiting completion of the museum at Strasburg.

Built by Daniel Coxe of Drifton in 1884-87, it operated regularly until the summer of 1895. The complete train includes the engine, a tender, mine coal car, gondola, and two flatcars, with an overall length of 40 feet. It used to carry about 25 children and adults. ●

CN Roster Corrections

Regarding the roster of Canadian National electric locos and MU cars (July issue) prepared by R. Ian Stronach, 630 Grosvenor Ave., Westmount 6, Que., Canada, Mr. Stronach writes: "Canadian Car & Foundry (not GE as I stated) built cars T-1 and T-2, class ET-69-A, in 1952. The T-8 was retired in 1960 following an accident. The same builder outshopped cars M-1 and M-6 in 1962. Their light weight was 156,500 lbs. National Steel Car built the C-1 and C-2 in 1962, also T-1, T-12. Those two were modernized at Moncton, N.B., in 1951 and retired in 1964. Car C-1 was class EMS-43-A. Car C-2 was class 43-A-2."

Other errors in Stronach's roster are pointed out by R. F. Corley: Electric locos 8 and 14-21 were ex-NS&T Railway locos of the same numbers. Some were built by NS&T, GE, BLW, CLC, etc., between 1914 and 1927. No. 6 was retired in 1960, scrapped in 1961. No. 3 was retired in 1964, scrapped or sold in 1964-'5. Nos. 100-105 were built in 1914-'17 and are still in service. Nos. 150-155 were built in 1907-'08 and were renumbered from GTR 2655-2660 in reverse sequence. Nos. 175-176 were built in 1916. No. 229 was scrapped in 1960, and 230 in 1959.

Not included in Stronach's roster were No. 225, class Z-6-a, and 226-228, class Z-6-b. The class Z-7 locos were ex-Oshawa Rys. of same number. Baldwin built No. 300 in 1920. National Steel Car built 326 in 1917. Oshawa Rys. built 402 in 1925. Nos. 400-403 were retired in 1964 but are still on hand. Roster omitted 325 and 327, class 2-7-a. Nos. C-1 and C-2 were trailers from diesel-elec. railcar D-1, not for MU's. Roster omitted 15903 and 15904, both 24-volt DC MU cars.

Finally, Harry Bennett, Jr., points out that note 6 should have appeared next to 180-188, not next to 200-202. ●

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "dropshipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

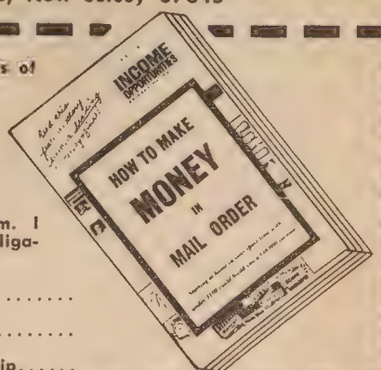
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 23
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 23
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

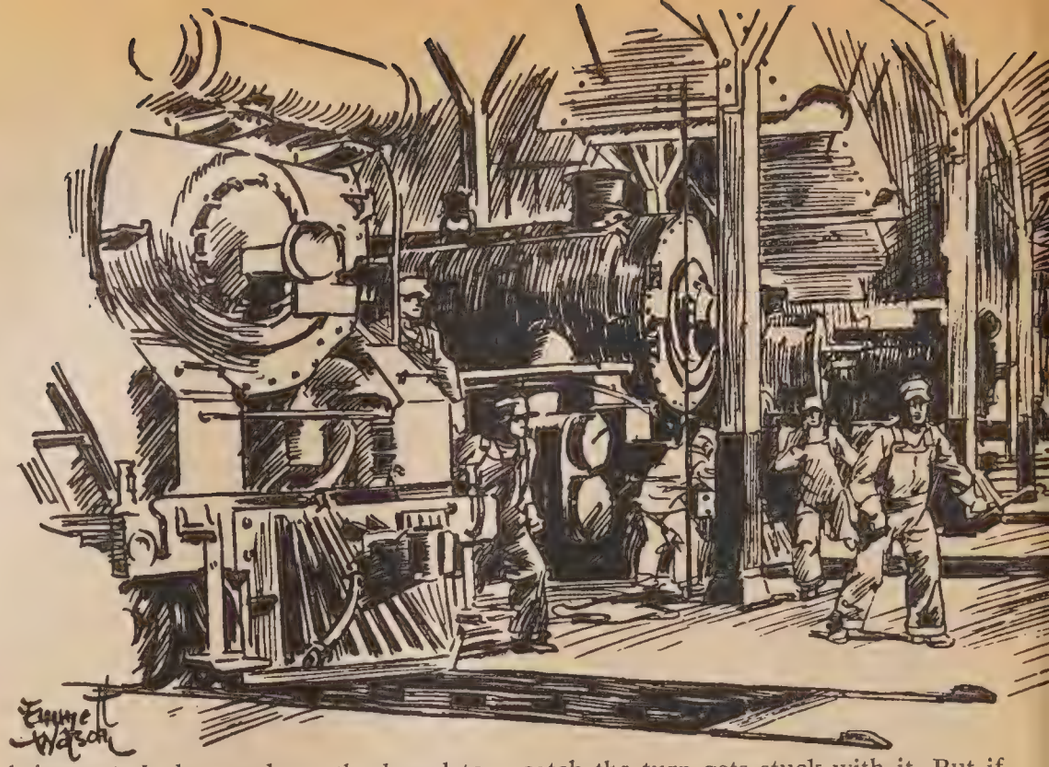
Name .....

Address .....

City .....State.....Zip.....

ENGINE DISPATCHER

Fiction Story
by William Colfer



I SAT there and looked the board over, like I always do, just after coming on duty at four. What little hope I'd had about Jim Clancy flopped over and died as I ran my eye down the line-up of hoggers and firemen. The old boy had laid off. There was the two little X's instead of his name.

Just to make sure, though, I glanced over to the side wall at the little lay-off board. There she was—big as a pipefitter's chew: "Clancy — furlough — thirty days."

It was what I'd expected. The way things stood now, somebody was going to get stuck and stuck bad. An engine dispatcher's job is eighty percent headache. In the first place, I am down here in the roundhouse, with hell-popping noise every time the hostler brings an engine out across the turntable, not to mention the steam hissing, the hollering and the bells, as well as the beefing in the office.

I work here at Cookstown, a division point on the Western Central Railroad. Our engine crews run east out of here to Jordan, which is 150 miles. They go west the same distance to Borgard.

Well, I have to see that all the crews get a two-hour call for their runs. I likewise mark up the hog they're using here on the big board. Joe Malone, the night roundhouse foreman, gives me the dope on this while his men get the engines tuned, fired up, and ready to bring out. I also mark up the board to show what's going out, like a extra freight east or west, a drag, a fruit extra, or whatever the yardmaster's got lined up. But most of all, I've got to dig up an engine crew for each one.

Seniority is important on any man's railroad. The men with the most whiskers get the passenger turns; those with slightly less hold down the freight runs —the pool turns—and the boys born thirty years too late are on the extra board, which subs for the pool men when they sub for the oldtimers on passenger. So now Jim Clancy lays off, and a freight pool engineer takes his turn out while a extra hogger moves into the freight job. This brings me up to where I started. Clancy is on furlough, we are moving a helluva wheat crop on the St. Charles branch, every engineman in the place is on duty every minute except his rest, and me in a sweat.

I am wondering what to do about Clancy when in comes Joe Malone. He looks at the board and says: "Oh, oh! Somebody is gonna be holdin' a great big sack before the night's over."

Says I, "Clancy sure picked a nice time to lay off."

"Well, he's gettin' along toward seventy and he can't take the July heat like he used to. He's going to Canada."

Joe turns. "Mark up old 2160 on that east local," and then he goes out to make his rounds.

My head is beginning to ache. All I am hoping is that nobody tips off Charley Borden, the hogger who stands to catch Clancy's turn. If Charley finds out, he will lay off himself and will slip it to the next guy. It ain't bad when the fellow who is first out and stands to catch the turn gets stuck with it. But if the grapevine gets going, I am sure to be as happy as a roadmaster with a engine failure on a president's special.

MAYBE you can see now what I am up against. The pool hogger who is first out, being Charley Borden, must get his rest before I can call him. Charley worked sixteen hours his last trip. The rules say I can't call him for ten hours from the time he ties up at the yards. But the train in question don't leave until eleven o'clock, and Charley's rest is up at seven.

The rub is that for the next thirty days Borden stands to make 100 bucks more by working on freight than he would if he caught Clancy's passenger turn. All the freight engineers and even the extra ones could earn more dough in the next month on freight than they would on any regular run. They are getting in all that overtime, and that is where they are taking up the slack.

There is five freight pool turns on the board and not a single crew on the extra board. If the grapevine gets going, those five engineers will lay off so fast you will think there is a epidemic. Four of them will anyways, but I don't think Sandy MacGow will. In the first place, Sandy won't figure on getting it, on account of being five times out. And in the second place, Sandy is a good friend of mine and won't let me down in a tight spot.

I check the tie-up time on all those pool men and every damn one of them will have his rest up in time to catch Clancy's turn.

It would be simple if I could just say, "None of that stuff, Eagle-Eye," when

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Mail this coupon TODAY
It may put you in business

DURACLEAN CO. 7-709
Duraclean Bldg., Deerfield, Ill. 60015

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

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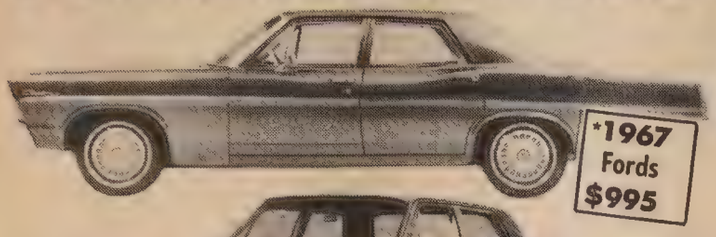
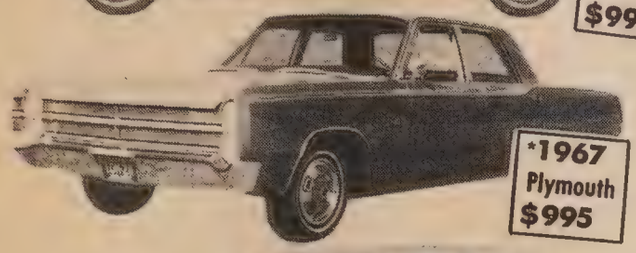
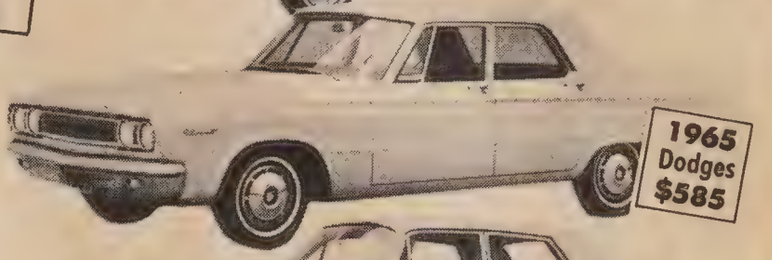
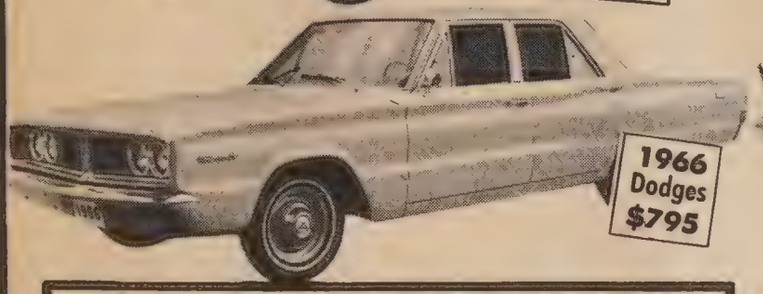
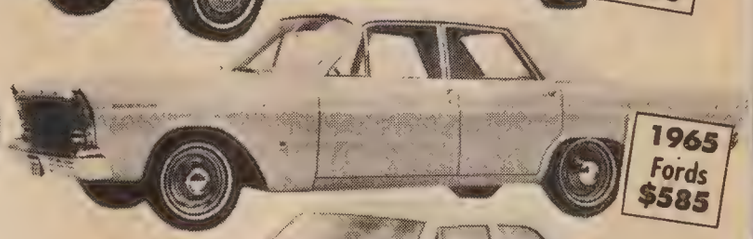
NO GIMMICKS, NO HIDDEN CHARGES . . . THIS IS A STRAIGHT, HONEST OFFER! *PROMPT DELIVERY GUARANTEED.* RIGHT TO YOUR FRONT DOOR ANYWHERE IN THE UNITED STATES!!











ONLY $50 DOWN	AND THE BALANCE ON LONG EASY MONTHLY PAYMENTS!!! ANOTHER BIG SPECIAL FOR CLUB MEMBERS ONLY. JOIN TODAY.	ONLY $50 DOWN

HOW DO YOU GET IN ON THIS FABULOUS DEAL?

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the big lay-off starts. But it can't be done. If an engineer wants to stay home and he's got a good reason for it, I am stuck. On top of that, he can register in again ten minutes later, claiming that the sudden attack of creeping junipers or whatnot has left him.

If you want to see a bunch of sick throttle-jerkers get well, just let them hear the engine whistle out of town on a turn they don't want. It is just like Gabriel's trumpet. Everybody rises. The only difference is that throttle-jerkers run for the phone to register in. Talk about modern miracles!

Don't get the idea that men in engine service ain't all right. If I stood to lose a hundred bucks or so, I guess I'd be doing the same thing.

Then Joe comes back in the office. He looks at the board again and says: "Lanky, you have got one chance. If no friend of Charley's ties up between now and the time you call him, you are okay."

"Yeah," I says, "but it ain't ever happened yet."

I CAN'T see anything to do about it so I start in with my job. I call Harvey Billows at the yard office. Harvey says he thinks he's got an extra east for about two o'clock and two drags west a little later.

I start writing time slips for the shopmen and car toads, then I suddenly remember that Number 12 is cutting off her engine at Cookstown instead of running her through to Jordan. I wire Johnny Heaton, who is pulling the 12-spot in, to say we are cutting his engine off at Cookstown. That way Johnny don't have to stop at Murdock to take on coal and water for a through trip.

For three hours after that it is fairly quiet. This means I only have to answer about forty telephone calls to give somebody the correct time and write up about 400 time slips, file a flock of work reports on engines, and mark up the power as Joe tells me they're ready.

I finish writing out a pass request for "Happy" Hartwig and am telling somebody what time it is over the phone, it being 7:30, when the door to the enginemen's dressing-room busts open.

It is time for me to eat. In fact, I already have my lunch bucket on the desk when I see who it is and quickly lose my appetite. "Boney" Sneck and his fireman, "Camel" Carlsbad, have just barged in. Not that Boney and Camel ain't good guys, you understand. They are okay. But that pair are closer together than a cab wiper and his lunch bucket at the noon whistle.

"Hello boys!" I says, cheerful.

They both chortle. "Hello, Lanky! How is the Western Central Railroad?"

"Fine," I says with a poker face.

Boney makes out his engine work report and I put it in Joe's box.

"What's it look like for us?" Boney asks casually.

"Nothing much before morning."

Just then Camel happens to look at the board. "I see Jim Clancy is taking thirty days."

"Unh huh," I says.

He knows what I'm thinking. He don't say any more, but he rushes through his shower and slings his metal grip into a corner instead of in the rack as if he's in such a hurry to get out. His intentions are so plain that I feel like letting him use my phone to tell Charley.

Meanwhile, Boney finishes washing up. He cusses the company's jeweler because his watch is thirteen seconds fast with the one in the office, and then he goes out.

I HAVE always been pretty loyal to the railroads, but right then I feel different.

It would have been as easy as a good hogger taking up slack if, for instance, Charley Borden caught Clancy's turn and then laid off after one go at it. In such case he'd only lose around ten bucks. But the big shots who wrote the rules must have been enginemen at one time, because they fixed that all right. The rules say that even if Charley would lay off, the next time he registers in he has got to go back on the turn he laid off on. So if a man gets stuck with a turn like Clancy's, it ain't a thumbtack proposition; it is more along the lines of a ice-pick.

Well, Harvey Billows phones and tells me to call the east local for ten o'clock. That is a regular daily freight. So I call the regular crew, which is "Fatty" Everett and "Natural" Norton. I have just finished giving Natural his call when the phone rings again. Picking up the receiver wearily, I says, "Roundhouse."

It's Charley on the phone. "Lanky," he whines, "you will have to mark me off this trip. I'm suffering so bad from rheumatism I can't walk."

I know it is hopeless, but I'm not giving up without a battle. "I didn't know your phone was right by your bed, Charley," I says brightly. "And say, Charley, when did you move the pool-table into your house?"

Charley ignores my cracks. "Mark me off, Lanky; I am a sick man. Maybe

the company doctor can do something for me."

"You don't need a doctor for what you got." I snap, and then I hang up.

Joe, who had gone out a while, comes back in. He sees me marking Charley up on the lay-off board.

"I see Charley has got an acute attack of Clancyturnitis," he smirks.

"Yeah," I tell him sadly, "and in no time at all the plague will spread to Blackie Wheaton, Snoose Packard, and Pearly Gates."

Joe glances at the clock: 8:39. "Yeah," he agrees, "I look for the plague to hit those three inside half an hour, seeing as how you'll hafta call the man who gets it at nine."

The phone rings again. It's Blackie Wheaton. It seems he has cramps from eating cherries for dinner and he's very sick. I tell him cherries was a poor thing to pick on, because they made George Washington famous for doing something which Blackie ain't doing at present. I mark him off. There's nothing else I can do.

Ten minutes later Snoose Packard's wife reports. Snoose will probably have to get his tonsils out in the morning. Well, it ain't her fault. She is just a loyal wife. It is kind of tough on her, because her husband ain't the actor that some enginemen are; he can't get that death rattle into his voice when he is ready to catch a bum turn.

"Yes, ma'am," I says, and hang up.

BY THIS time I am good and mad. The damn phone rings again and I snarl plenty. It is Mr. Gordon, the master mechanic. I change my tone very promptly.

Joe is strangulating over in the corner at the way I sweeten up suddenly. "The moral," he says, "is to quit jumpin' at conclusions."

"Yeah, I suppose, but it ain't like Pearly, being slow. He is generally on time with convenience pains."

I can see where all this is pointing—at Sandy MacGow. Now I wouldn't blame Sandy a bit for laying off. After all, he has probably got more right to do it than anybody. But if Sandy lays off, I ain't got anybody. There ain't an eagle-eye in sight anywhere. If Sandy lays off, the train just won't go out.

I know one thing. If I tell Sandy he's the last man, he won't lay off on me. He is a swell fellow. Them four chumps ahead of him won't tell him what the board looks like. They know somebody has to get stuck. They are damn sure that if Sandy lays off, hell is going to pop; because the only thing left for me

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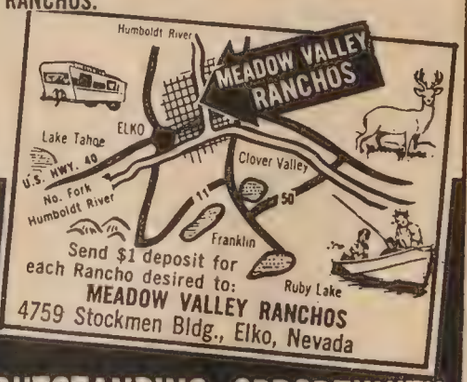

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to do then is to call the roadmaster and investigate them sick excuses.

Joe, who's been feeding his face from his tin, consoles: "Don't let it whip you, Lanky. It's been goin' on for years and and it always will. It ain't your fault. If a gent says he's ill, you gotta mark him off, that's all."

"I know, Joe," I says. "But Sandy, of all guys! That's what I hate."

Joe tosses me a grin. "I wouldn't give up. Maybe Pearly Gates ain't home, and you can find out where he's at and nab him."

I look at the clock. It says 8:49. I am beginning to think maybe Joe may be right about Pearly, when the phone rings. I pick up the receiver.

"What have you got this side of leprosy?" I bark, knowing who it is.

It is Pearly, of course. He says: "What's eating you, Lanky? There's nothing wrong with me."

I shouldn't have bit, but I did. "Well," I says, "it's a good thing. You stand to catch Number 21, Pearly, and this is your call. She's on time."

When he answers that, I see how hard I've bit. "Well, I am awful sorry, Lanky," he comes back. "I'd be glad to do it, but I'm calling about my wife."

"She ain't taking the turn, Pearly," I state with a quick premonition.

"Nope, but she is very sick. I think it's pneumonia. It looks like I'll have to take her to Durand tonight."

Now, I had spotted Mrs. Gates downtown on the way to work, and if she had anything like pneumonia I had wheels instead of feet.

"Quit lying!" I tell him. "You're sticking Sandy MacGow with Clancy's turn, Pearly."

His voice drips with phoney sorrow. "Is that so? Well, doggone! I *am* sorry. If it was me, now, I would go, sick or not; but I've got to be with the wife. You tell Sandy how it is, will you?"

"Well," I answers, "you can lay all the overtime that Sandy ain't going to get that I'll tell him something about you and some other guys I know."

With that I hang up.

BY THIS time it is nine o'clock. I can't put it off any longer. I grab the phone in the same friendly way you would a coiled rattlesnake, and I call Sandy. The pit of my stomach feels like I have swallowed a cotter pin. Sandy answers the phone and I give it to him fast. I explain the whole deal.

"It ain't fair, Lanky," he protests. "I need that overtime. You know how much sickness I've had in the family. I need it bad."

"Sandy," I says. "I would rather lose a week's pay than do this. I am helpless. If you lay off, there's nobody left.

I hear him talking to his wife a minute. She is sore, I can tell from her voice; but Sandy says, disgusted like: "Well, Lanky, I guess I am stuck. I'll be down."

"Sandy," I chokes, "you are a prince. I won't forget this."

"Okay, kid," and he hangs up.

Well, I feel so relieved that I get my appetite back and eat my lunch. I give George Boocher, who is the regular fireman on with Clancy, his call and then I start working on the monthly engine report for the general foreman. I write a couple of pass requests, tell about ten more people what time it is, and give Clarence, the night chief dispatcher, the dope on what's going out.

Soon it is ten o'clock and Sandy shows up. A few minutes later George Boocher comes in, too. Sandy is downhearted. I can see it. I tell him I'm sorry again and he says:

"That's okay, it ain't your fault."

He snaps out of it then. He is goodnatured anyways, and it don't take much for him to forget his troubles. We start talking baseball and Sandy is enthused. He was a great pitcher in his day. They say he would of made the big leagues, only there wasn't many scouts looking them over in those days, and Sandy had to work hard and didn't have no time to travel much.

Sandy don't mention it, but the boys who used to play with him say his arm went bad helping push a stalled car out of the mud. They declare he is still good for about three first-class pitches, but then his hand peters out.

At 10:20 Sandy McGow and his tallowpot is dressed and they go out to the engine. They have got to be on deck forty minutes before pulling-out time.

The clock hands travel pretty fast then. Andy Portell comes in, busting with news. The Cookstown National Bank has been robbed and Andy says there is one hell of a commotion uptown. Everybody is talking about it, because there ain't been a bank robbery in Cookstown for maybe thirty years.

Andy hears the shooting as he rounds the corner into Railroad Avenue and he says some guys in a big black car ran out of town like a scared baboon. They shot Barney Donahue, one of the night patrolmen, and got away clean with about fifteen thousand bucks.

I am about nuts to get off duty and hurry uptown. Finally in comes Marty Hoolig, who handles third trick. I beat it out before he finishes his nightly cussing speech, which is generally worth waiting for; but I tell him to get ready for the big "return to health" stampede, and then I whistle out.

SURE enough, there is a big goings on up in front of the bank. I run into Frank Zigman and he tells me what happens. It seems four thugs in an open car go up the back of the bank building to the roof and comes down through the skylight. Barney Donahue runs into them as they are getting back into the car, and they wing him in the shoulder, and head east out of town. Sheriff Traubel and a posse is already after them.

I stand around and talk for maybe another hour, but there ain't no further excitement. Barney has been took to the hospital and they have notified all sheriffs east of Cookstown to be on the lookout.

When I get home, my brother Bert is up. He has put through the calls to the officers for Sheriff Traubel, who is a pal of his. You'd think he had caught the robbers, he acts so important. We chin awhile and then we hit the hay.

The next day, when I wake up, kind of fuzzy from not enough sleep, I hear Bert talking excitedly downstairs. My brother don't get upset very often, so I come down without dressing to hear what's on his mind.

"What's wrong, Bert?" I ask him.

"Sandy MacGow," he says, digging into a plate of bacon and eggs.

"Well, what about him?" I says. "Don't tell me he's been in a wreck?"

"Naw," says Bert. "As a matter of fact, Sandy is a hero."

"Don't stand there clanging your bell," I demand. "Call in your flags and get going."

"Sandy stopped the robbers," he says. "Threw coal at them."

Well, it takes me damn near a hour to get the whole story. Bert, who wants to be a G-man, is quite a pal of Sheriff Traubel's like I said. Traubel gives him the details.

IT SEEMS the robbers cut north heading out of Cookstown and take the dirt roads east to keep off the main highway, which runs right through our town and follows the tracks clear through to Jordan.

Along about two in the morning they start cutting back south to hit the highway. They do this about eighty miles east of here. You see, there was a heavy rain the night before. The farmers ain't had time to drag the section line roads, which is so lumpy and full

of ruts that the bandits nearly turn over a couple of times. They tell Traubel they couldn't make fast enough time on those roads.

Of course Traubel and his men have lost track of them, but they no more than get on the highway when they see a blockade ahead. It is Sheriff Keigher of Cleveland County, who was cute enough to figure they'd hafta hit the main highway to make any time when they run into the bad dirt roads.

Well, there is nothing to do but shoot their way through. This they do, winging one of Keigher's men. They get through the blockade, but the Cleveland County sheriff tears right out after them. He has a fast car, and they're both doing about seventy or eighty and taking pot shots at each other.

This is where Sandy MacGow comes in. Sandy is running old 21 down the track at a mile a minute. Number 21 stops at nearly every station and has to go right along between them. It is a clear moonlight night. The first thing Sandy knows, his fireboy yells at him and points to the road, which is north of the tracks only about twenty yards, on George's side of the engine.

Sandy looks. Sure enough, there is this open car with four thugs in it. The two men in back are shooting at Keigher and his posse, who are hanging on about fifty yards back and doing some shooting of their own.

Engineer MacGow sizes things up. He runs back to his seat and pulls the throttle wide open, yelling at George to feed coal into that firebox as fast as he can work the stoker. The tallowpot yells back, "What's the idea, Sandy?"

Sandy says, "I'm going to play this game," and picks up a hunk of coal from the floor of the tender.

The engine starts roaring like a World Series crowd and belching fire from the stack. Sandy sets his feet on the pitching deck. It is just 60 feet to the road and Sandy is staying even with the automobile. The hoghead cocks the old arm and delivers the first pitch.

George says it is low. It hits the side of the open getaway car. The bandits are too busy to figure out what it is. The throttle-jerker winds up again and sends the second pitch down with all he's got.

That second pitch is better. Sandy is beginning to find the range. It takes the gent beside the driver in the shoulder. George says it knocks him over against the driver. The latter almost loses control of the car, but eventually gets it straightened out. The man which Sandy hit is on the floor. George says he must've been knocked out, because he don't get up, and that settles him.

The man at the wheel of the car sees what's going on then, and yells to his partners. They start shooting at the engine. Sandy MacGow ducks down behind the side of the tender and George Boocher crouches in the cab until the bullets quit thudding against the sides.

Then Sandy peeks out. He sees that the robbers are shooting at the sheriff's car again. The old engineer has got one pitch left in him. He picks up a chunk of coal about the size of a baseball, steadies himself, figures a slight angle, and pours that black diamond down there so fast that George says it looks like a gumdrop.

Yep, it's a strikeout. The driver is hit right in the cheek and nearly lifted clear out of the car. His automobile goes wild, hits the ditch and goes over three times, and the guys are caught.

Well, sir, I have got to get to work. Gosh! I almost forgot! There are rewards amounting to $3500 on the four thugs. When Sandy figures it up, he's made about as much in three deliveries as a winning pitcher in the World Series. That means Sandy Junior will go to college and the old man can pay all them doctor and hospital bills that's kept him broke for so long.

I think I'll ask Charley Borden and the other three hoggers to figger out how they like it. That is, if they are well enough to have the news broke to them.

Something about railroading gets you. Don't ask me what it is. I'm just an engine dispatcher. Maybe the division superintendent knows. ●

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"Big Mountains, Little Engines," from full-color painting by Otto Kuhler, one of 200 illustrations in his new book.

NEW BOOKS OF THE RAILS

reviewed by Constance J. Card

MY IRON JOURNEY: *Autobiography of a Life with Steam and Steel*, by Otto Kuhler, foreword by Palmer Hoyt, 244 pages, 8½x11", weight 2¾ lbs., 200 illustrations including end papers, 6 full-color reproductions of paintings, and jacket color painting, plus jacket text matter, "My Impressions of Otto Kuhler," by Freeman Hubbard; published by Intermountain Chapter of National Railway Historical Society, Inc., P.O. Box 5181, Denver, Colo. 80217, $10.95.

In American steam-power history Otto Kuhler stands out as one of the last of the giants. Even today, living in semi-retirement on a Colorado ranch, he is a colorful figure. His boldly imaginative feats with industrial design, notably of steam locomotives, coaches, etc., on such trains as the Milwaukee's *Hiawatha* and the Lehigh Valley's *John Wilkes*, helped for years to retard the national decline in railroad passenger business. That business dropped very sharply only after the diesels had taken over (but not necessarily because of them as the late Lucius Beebe maintained). Kuhler writes:

The field in which I am qualified to comment is the appearance of the train —how to make it pleasing to the eye of the traveler, exciting to his senses, inviting when he thinks of making a trip. Through the use of color and line, it is possible to exude an impression of speed while standing still. It is possible to give it the appearance of sleekness without altering the engineering. The designer's job is to provide a visual impression of the speed, efficiency, comfort and all-around functional excellence that the engineers have built into the mechanism.

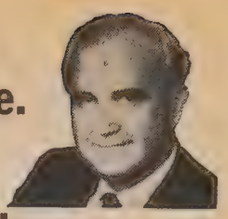
Kuhler's autobiography is a rare combination of expert commentary and technical data on railroad operation, especially steam power, and the drama of human life in war and peace. It has a special value for artists, due to the author's experience with painting, etching, and pen-and-ink drawing. Even if Otto had never come to the United States from his native Germany in 1923, his account of adventurous railroading in World War I would still be exciting and highly readable.

One chapter tells of "the rain-drenched week-end" in December, 1917, when he first met the Belgian girl, Simonne, who is now his wife. It was a wartime romance. While serving as a private in the German Army, with a good knowledge of locomotives and the ability to speak French, Kuhler had charge of a railroad project in occupied Belgium and lived in a cottage beside the railroad yards. He was opening a Christmas parcel, he writes, when he "happened to look out over the sodden yards."

Three female figures were making their way through the streaming rain, stepping gingerly around an engine, over the rails and around puddles, skirts pulled up to reveal trim ankles. They were headed for my cottage . . . I stared unbelievably until they reached the shelter of my porch and closed their umbrellas. Only then did I rush to open the door . . . Three very pretty faces, damp but lovely, smiled at me. . . .

"*Monsieur l'Ingenieur*," one of the girls said in well-tutored French, "we are the daughters of Dr. Gillet (who was employed on the Kuhler project). We

Americans work harder than any other people on earth to make adequate financial provision for their families after they are gone. BUT much of their hard-earned money is wasted, siphoned off by a scandalous probate system before it ever reaches their loved ones



Why Haven't You and Your Family Been Told These Facts?

- **On average, it takes one to five years to close out an estate. During that time your spouse can draw a pitifully-small "widow's allowance" but your children can't draw a cent.**
- **It costs three to ten times as much proportionately to settle a poor man's estate as that of a millionaire.**
- **Under the existing probate system, complete strangers may share your estate with your family.**

But, in the next 60 seconds I will tell you of an astonishingly simple way to transfer absolutely everything you now own to your loved ones after your death without delay, without red tape and without the excessive probate costs which your estate may otherwise be called upon to bear.

If you don't take the steps I suggest, my advice to you is "Don't die," because complications will start the moment you do. Your estate will come under the jurisidiction of a special court. Sometimes called the "orphans," "chancery" or "surrogate" court; its most common name is "probate" court. If you've left no will, it will dictate one for you in accordance with your state's law which won't necessarily read as *you* would wish. Now your children can start their long one-to-five-year wait to get what is left of their inheritance after the appraiser fees, executor or administrator fees and probate court costs are deducted.

THE UGLY SIDE OF PROBATE

Senator Robert F. Kennedy recently charged that courts handling probate are "shot through with scandal, scandal that has been documented over the years."

Fiorello LaGuardia called the probate system "the most expensive undertaking establishment in the world." The New York *Herald-Tribune* editorially denounced those "clubhouse lawyers" who "profit to the extent of one million dollars annually in fees, many taken, at a large percentage, from small guardianships where every dollar is needed." The Bridgeport *Post* called the probate system a "gravy train." An article in the Journal of the American Bar Association called the Connecticut probate system "one of the most viciously corrupt."

Probate judges on average are the highest paid judges in America. Many of them work on percentage and may earn more than the governors of their states. The income of one judge was 20% higher than that of the Chief Justice in Washington.

The clerk of a Chicago probate court appointed 691 "special guardians" in a nine-month period. One of his friends got 76 guardianships—an average of two a week. A probate judge has reported that 90% of the appraisers appointed by a probate court perform no service whatever for the fee they receive. Many conscientious members of the bar are worried about the corruption built into our probate system but most lack the courage to speak out.

It is up to *you* to do something to help yourself. Sooner or later some of your own family's money will be involved. Don't wait and let your family and your children face this problem. Learn now how to avoid the probate system.

THE MAGIC KEY TO AVOID PROBATE

How can you give your loved ones the very maximum estate in the very minimum time after you have gone? By *avoiding* probate. Yes, virtually everything you now own can be quickly and easily transferred to your heirs after your death—and exactly as you specify, without any red tape, without publicity, without strangers meddling in your affairs and draining off the financial security you worked so hard to build for your family.

You can achieve all this very simply by a method which few laymen know about called an "inter vivos" or "living" trust. Indeed, only a small proportion of lawyers fully understand its use—the American Bar Association has just issued a training film to be shown to local bar associations to educate them on its advantages.

It's amazingly simple: Let's assume that you own a piece of real estate which you wish to leave to your wife at your death. In a simple "declaration of trust" you say in part: "I declare that I am holding this property in trust for my wife. Upon my death my successor trustee is to turn the property over to the beneficiary and terminate this trust. I hereby appoint as successor trustee the beneficiary hereunder." Upon your death, your wife, acting in her capacity as successor trustee, simply turns the property over to herself as beneficiary. She is then immediately the complete and absolute owner of the property. That's all there is to it—no executor's fees, no appraiser's fees, no probate court cost. No one-to-five-year wait. No piece in the paper telling all your business.

VITAL IF YOU OWN A SMALL BUSINESS

Passing on a small business, incorporated or unincorporated, to relatives or employees is extremely important. If necessary, your business can be quickly sold by the beneficiary-trustee if that is your and their wish. Otherwise, it could be tied up in probate court for years. A distress sale under probate procedures may produce little or nothing . . . may even create obligations. With an "inter vivos" trust, your successor-trustee can quietly, privately and immediately investigate possible buyers . . . then take his time to make the deal that will give your family the very maximum, with no undesirable publicity to harm the sale.

WHY THIS BOOK?

I wrote this book to tell a few friends and clients how to avoid probate. They told *their* friends . . . and now it has zoomed almost to the top of the best-seller list because Americans everywhere are discovering that it frees them from the bondage of the iniquitous probate system.

In it you will find an explanation of why it is vitally important to you and your family that *you* avoid probate. Next, you'll find the *actual trust instruments* needed to exempt your home or other real estate, your savings or checking account, your stocks, your mutual fund shares, your small unincorporated business, your close corporation . . . even your personal effects such as jewelry, antiques, paintings, etc.

Even the manufacture of this book is extraordinary. It is not even printed on regular book paper. Norman F. Dacey has insisted that it be printed on the highest quality bond paper suitable for the important legal forms it contains (and which you will be able to fill in), so that these will last over one hundred years.

With each instrument are instructions that even a school child can understand, and a picture of how the instrument should look when it is completed. All of the insrtuments are specially perforated for easy removal from the book and *actual use.*

In addition, you'll find precise advice on a wide range of family financial planning decisions which you are called upon to make on matters of life insurance, taxes, investments and the like . . . the very things you and I would talk about if we sat down in your own home to discuss your financial estate problems.

LOADED WITH TAX-SAVING IDEAS, TOO

I'll show you a special way to give support to an elderly relative or to a growing child. I'll show you how you and the beneficiary can gain valuable tax benefits. I'll show you how to make gifts to charity to take effect at your death—but give you important tax benefits this year. I'll even tell you exactly what you do if you change your mind about any of the trust arrangements or want to change a beneficiary . . . and provide necessary forms.

WHAT DOES ALL THIS MEAN?

It means that you're going to learn how to make the money you earn safer and more productive, you're going to pass it on to your family at your death with a minimum of wear and tear from taxes—and you're going to avoid completely the up-to-10% or 20% cost, the one-to-five year delay and the unwelcome publicity which will attract the attention of unscrupulous persons to your heirs. And you're going to keep the sticky fingers of any probate racketeers out of your family's affairs.

To my knowledge, there's never been a book like this before. It is truly a "do-it-yourself kit" which will enable any literate American to administer his own estate. If you come by your money easily and you don't much care who gets it when you're gone, the book isn't for you. But if you're a hard-working American and you want to decide for yourself, with a conscientious lawyer, if you like, who is to get your estate when you're gone, and if you have no intention of bequeathing a chunk of it to the local probate court, this book was written for you.

Norman F. Dacey

PUBLISHER'S NOTE

Your own lawyer may not like this man because of his courageous fight against the probate system. (On the other hand, he might be one of those enlightened lawyers who will positively agree with Mr. Dacey's fight.) But in a hundred books and articles, in more than 500 broadcasts, Norman F. Dacey has brought his case for the streamlined passing of personal property to the American people. The American people have responded. Norman F. Dacey is bombshell news today. He is America's best known professional estate planner. Senate committees, the Justice Department, the Defense Department, the largest consumer organization in America have all sought his professional assistance. At the invitation of the U.S. Air Force, he has delivered a series of lectures on estate planning at the Air Force Academy. Now you can obtain his guidance in planning *your* estate. We are proud to have published this historic book.

During the past 5 months we have printed and completely sold out *seventeen* editions. It is constantly in short supply. It has been first come, first served. Order it today on the special money-back guarantee. It costs nothing at all unless you are completely satisfied, and otherwise only $4.95. Send the coupon below.

MAIL NO-RISK COUPON TODAY

HILLSDALE ASSOCIATES, Dept. AMG-1067
208 East 43rd Street, New York 17

Please ship me your book "How to Avoid Probate" including full information as to how I may pass on my property without Probate costs and delays. I understand that this book is printed on special bond document paper and includes the legal forms I need and which I will be able to fill in. If not delighted I may return within ten days for full refund.

☐ $4.95 payment enclosed (I save postage)

☐ Enclosed $1 goodwill deposit. Send C.O.D. and I'll pay postal charges.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP____

have come to get your signature on father's bill, since he is ill today."

"Come in, come in out of the rain," I said hurriedly. They accepted my invitation and quickly surrounded the stove. I helped them hang their coats to dry and seated the two brunettes on my very hard, heather-filled bed. The third sister, a girl with Titian-colored hair, took my chair.

"I am honored by your presence," I said. "We must have a party."

My tablecloth was gray wrapping-paper spread over the drawing-board. My silver consisted only of a can-opener and my hunting knife. But I opened one can after another of delicacies that they, as well as I, had long since forgotten—sardines, salami, shrimps, cocktail onions, cookies, and candy. I brought out generous slices of bread and a piece of venison, and brewed cups of coffee. Conversation slowed while they ate daintily. But even their perfect table manners could not hide the fact that these girls were hungry.

They ate and I talked. Soon I found myself addressing most of my remarks to the girl with the reddish-blonde hair, a young lady of rare beauty with classic profile and large gray eyes . . . Simonne . . . The rain continued to fall in torrents and I was not sorry, for it prolonged the visit. . . .

In our conversation I learned much about the plight of the Belgian population under German occupation. The Gillet girls made no effort to conceal their feelings about the German invaders but they did not seem to consider me an enemy. Perhaps because we conversed in their language, the fact that I was in the German Army seemed to go unnoticed. . . .

The afternoon passed much too swiftly. Almost before I knew it, darkness fell and a hostler's light blinked on in the engine shed. I tossed on a raincoat and went out to tell him to uncouple one of the dummy engines, get up steam, block the cars, and light the headlights. As soon as all was ready, I told the girls I would take them in the engine to the mainline where they could catch another train to their station. . . .

We started out through the rain, Georgette and Gilberte leading the way and Simonne following with me. The ground was sodden and the rails slick. Simonne slipped while stepping over a wet rail and I quickly caught her. It was too good an opportunity to miss. I pressed a kiss on her lips . . . she landed a well-timed slap on my cheek. . . .

I heard the signal wires whisper along the track and knew their train was coming. After a somewhat confused and embarrassed "*Au revoir*," the three sisters disappeared into an unlit, unheated compartment, and with rain-muffled exhaust the train slipped away downhill into the night. . . .

The human side of Kuhler's life story, including his long and intimate familiarity with steam power and his dogged perseverance, will fascinate many readers, as it fascinates us. The jacket says of his background:

Like George Washington, Otto Kuhler was an ironmaster's son. The Virginia estate of Augustine Washington supplied ore for smelting in a nearby furnace. But there the parallel ends. Nothing that we know of America's first President hints at an expert knowledge of ferrous metal. Otto Kuhler is different. Otto came into the world with a steel spoon in his mouth, so to speak, and that spoon moulded his subsequent career.

There was another parallel between Kuhler and Washington: Otto's father, grandfather, and great-grandfather each bore the name August — the German version of Augustine. Incidentally, Otto was written up in *Railroad Magazine's* series of "Interesting Railfans." At the end of his new book is this personal farewell to the Iron Horse:

It happened one day soon after we had come out West in the rugged country west of Cheyenne, Wyoming. This is Union Pacific territory, and the long, laden freight trains that raced across the flatlands are slowed to a tortured crawl. On Sherman Hill I had looked at some cattle with my horse, Sergeant, when I heard the engine-bark of two "Big Boys" pulling their hearts out on an endless freight drag. I had gotten off my horse, who, unused to the noise, nudged me, trembling slightly. As the great engines came closer I had unknowingly removed my hat. Sergeant's ears went up when he heard the crossing blast for a little-used ranch trail, and away to the west the sunset glared in its golden glory.

Hammering away, creating huge smoke silhouettes, and headed straight into the setting sun went the iron-servants of mankind I had known so well and loved so dearly. The sun had set now, engulfing the engines as they vanished over the brow of the big hill. I was still carrying my hat in my hand when I walked downhill with my trusted horse.

The few excerpts we have quoted from the 244 pages of *My Iron Journey* are typical of the author's style. We believe this book will have an uncommonly large sale and become, as the saying goes, a classic in its field.

COLORADO ANNUAL 1967 by Gordon Chappell, and Cornelius W. Hauck, paper back, 32 pages, 8½x11", illustrated, published by Colorado Railroad Museum, Box 641, Golden, Colo., $1.

The last passenger run of Rio Grande's Cumbre Pass line, Oct. 9, 1966, ended 85 years of narrow-gage mountain railroading. Colorado Railroad Museum, in its *Colorado Annual* 1967, records the spirit of this line, which operated at elevations of 10,000 feet and was often snowbound. The double-size issue also has an account of the Walla Walla & Columbia River, with pictures and roster of its six Porter engines. Besides the *Annual*, an interesting pictorial supplement of historical notes and Museum exhibits can be had for 25¢. Proceeds from sales will help the Museum.

THE CLOUD-CLIMBING RAILROAD, by Dorothy Jensen Neal, soft cover, 81 pages, illustrations, maps, rosters, index, Alamogordo Printing Co., Alamogordo, N.M., $2.50.

Adventurous railroading is at its zenith in this history of a mountain lumber line. The readable little book has much technical detail and more lore, including tales of runaway log cars and derailments on high trestles.

RAILROAD LABOR DISPUTES, by Gerald G. Eggert, 313 pages, 6¼x9", indexed, University of Michigan Press, Ann Arbor, Mich., $6.95.

Those interested in the great rail strikes of the 19th century will find an objective account of labor and Government participation in this scholarly study. The author feels that these strikes set the patterns for later movements in other industries.

1967 STEAM PASSENGER SERVICE DIRECTORY, 96 pages, 5½x8½", paperbacked, illustrated with photos, indexed, published by Empire State Railway Museum, Inc., P.O. Box 459, Wall St. Station, New York, N.Y. 10005, $1.25.

No railfan should travel without first referring to this guide to steam, trolley, and museum operations at home and abroad. The *Directory* includes schedules, length and details of rides, fares, loco and train data, and extra facilities. Beautifully illustrated, it also provides reading matter for stay-at-homes.

BOSTON CAPITALISTS AND WESTERN RAILROADS, by Arthur M. Johnson and Barry E. Supple, 394 pages, 9½x6½", charts, maps, and index, Harvard University Press, 79 Garden St., Cambridge, Mass., $10.

Johnson and Supple shed a personal light on the 19th century men whose investments in American railroading helped link East and West. Motives and expectations are explored.

LOCOMOTIVES AT THE GROUPING, H. C. Casserley and S. W. Johnston, 192 pages, 6x8¾", illustrated with photos and charts, Ian Allan Ltd., distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $11.

Third in a series of four such groupings, this book deals with locos of the London, Midland & Scottish Railway. It is a collection of rosters, photos, and notes of interest to British railfans.

TRANSPORTATION CENTURY, by George Fox Mott, 279 pages, 9½x6½", appendix and index, Louisiana State University Press, Baton Rouge, La., $8.50.

The future of American transportation is the subject of these essays by leading authorities, scholars, and executives. Two chapters deal specifically with the economic development of the railroad. Others describe technological advances in all travel modes such as crewless trains.

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As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $2.50 or more. All postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
CLOUD-CLIMBING RAILROAD, by Jensen	$ 2.50	($ 2.40)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
RAILS ACROSS PANAMA, by J. L. Schott	$ 6.00	($ 5.70)
BRITISH RAILWAY ACCIDENTS, by J. Hamilton	$ 8.95	($ 8.40)
RED FOR DANGER, by L.T.C. Rolt	$ 6.00	($ 5.70)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
DELORIMIER & ANGUS, Lavallee	$ 3.50	($ 3.35)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
STEAM IN EUROPE, by P.B. Whitehouse	$14.00	($13.30)
STEAM LOCO. IN EASTERN EUROPE, by Durrant	$10.95	($10.40)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
FAREWELL TO STEAM, by David Plowden	$10.00	($ 9.50)
LONG ISLAND R.R., Vol. 3, Seyfried	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
THE BIG SPENDERS, by Lucius Beebe	$ 6.95	($ 6.70)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
LOCOS. OF DICKSON MFG. CO., Best	$10.00	($ 9.50)
THEY FELLED THE REDWOODS, Johnston	$ 6.95	($ 6.70)
TRAINS OF THE WORLD, Riverain-Jackson	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS, 9th edition	$45.00	($42.75)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RAILROAD THAT LIGHTED S. CALIF., by Johnston	$ 7.50	($ 7.15)
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CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
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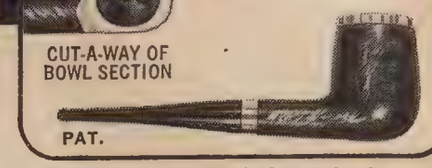
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

NEW IMPROVED
Dr. Philip's Pipe
the only pipe in the world with these
REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap



- Metal Cooling Ring dissipates heat.
- Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."
- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

All-Time List of Rosters

IN ANSWER to many requests, Constance J. Card has compiled the following list of all rosters of motive power (plus some passenger cars and transit lines) that this magazine has ever published. You may ask, "Where can I get back numbers of *Railroad Magazine?*" Well, we have available nearly one-third of all our issues from July '52 to date—but for some months very few copies—and we will sell them at 60¢ each, postpaid, for as long as the supply lasts. First come, first served.

We do not have a list of available issues. Tell us which ones you need and be sure to enclose a self-addressed stamped envelope (unless you live in Canada). In reply, we will tell you which issues from your list we have on hand. Then you will send us a check, money order, or stamps to pay for those copies, and we'll mail them to you.

If you need any back numbers we *don't* have on hand, contact such men as Arnold Joseph, Grahame Hardy, Fred Arone, etc., whom you'll find in our *Switch List*. We do not know how much these men charge.

Aberdeen & Rock Fish: Feb. '61.
Akron & Barberton: June '60.
Akron, Canton & Youngstown: Feb. '55, June '60.
Alabama, Tennesssee & Northern: Feb. '62.
Alabama Central: Feb. '61.
Alameda Belt: June '67.
Alaska: Aug. '39, Oct. '54, June '64.
Albany & Northern: Feb. '61.
Algers, Winslow & Western: Dec. '62.
Algoma Central & Hudson Bay: Nov. '54, Feb. '66.
Aliquippa & Southern: May '66.
Alton & Southern: Oct. '59, Sept. '65.
Alton (GM&O): June-July '34.
Amador Central: Feb. '61.
Angelina & Neches River: Feb. '61.
Ann Arbor: Sept. '42, June '60, June '65.
Apache: April '64, April '67.
Arcade & Attica: Feb. '64.
Arcata & Mad River: June '67
Arkansas & Louisiana Missouri: June '64, May '65, May '67.
Aroostock Valley: Aug. '63.
Ashley, Drew & Northern: June '64, May '67.
Atchison, Topeka & Santa Fe: May-Aug. '37, Oct.-Nov. '50, Aug. '59, Feb. '61, Dec. '65.
Atlanta, Birmingham & Coast: Sept. '40.
Atlanta & St. Andrews Bay: Aug. '52, Feb. '62, Dec. '64, Feb. '67.
Atlanta & West Point: Dec. '39, July '52, Feb. '62, Feb. '65, Feb. '67.
Atlantic & Danville: Sept. '52.
Atlantic & East Carolina: Oct. '62.
Atlantic & Western: Feb. '61.
Atlantic Coast Line: Dec. '38, Mar. '47, April '59, Nov. '65.

Baltimore & Ohio: June-July '34, Nov.-Dec. '48, Dec. '53, Oct. '57 (renumbering), Feb. '61, April '62, all-time diesel Jan. '66.
Baltimore & Ohio Chicago Terminal: June-July '34, Dec. '48, Oct. 59, Dec. '62.
Bangor & Aroostock: Feb. '35, Jan. '50, Dec. '57, Feb. '66.
Bath & Hammondsport: Jan. '41, Feb. '64.
Bauxite & Northern: May '67.
Beech Mountain: Dec. '66.
Belfast & Moosehead Lake: Aug. '63.
Belt Railway of Chicago: June '58 (all-time).
Bessemer & Lake Erie: May '38, Oct. '51, June '60, May '66.
Bevier & Southern: Feb. '61.
Bingham & Garfield: Dec. '43.
Birmingham & Southeastern: Feb. '61, Feb. '62.
Birmingham Southern: Feb. '62, Feb. '67.
Black Hills Central: Feb. '61, Aug. '66.
Blairstown: Nov. '43.
Bonhomie & Hattiesburg Southern: Feb. '61.
Boston & Albany: June '36, May-Aug. '40 (NYC), Feb. '50.
Boston & Maine: April '33, Jan. '46, Oct. '56, March '66 (diesel).
Boston Metropolitan Transit Authority: Feb. '61.
Boyne City: Feb. '61.
Bridgeton & Harrison: Nov. '38, Dec. '55.
Brimstone: Feb. '61.
British Columbia Hydro & Power Authority: Feb. '66.
Brooklyn Eastern District Terminal: Feb. '61, Feb. '64.
Buffalo Creek: Feb. '64.
Buffalo Creek & Gauley: Feb. '61.
Buffalo & Susquehanna (B&O): June-July '34.
Buffalo, Rochester & Pittsburgh (B&O): June-July '34.
Bush Terminal: Oct. '41, Feb. '64.
Butte, Anaconda & Pacific: Dec. '65.

California Western: March '40, June '67.
Canada & Gulf Terminal: Feb. '66.
Canadian National: Sept.-Dec. '37, Nov.-Dec. '47, Oct. '53, May '66 (1929) April '66, June '65, July '67 (all-time electric and MU), Dec. '63, and Sept. '67, page 46, (corrections to July '67 roster).
Canadian Northern: July '66.
Canadian Pacific: Feb. '33, Sept. '47, Sept. '53 (revised March '54), Feb. '64, June '66.
Canadian Railway Museum: Sept. '65.
Canton: Nov. '64.
Carolina & Northwestern: Oct. '62, June '66.
Central of Georgia: Dec. '32, June '48, Dec. '58, Dec. '66.
Central Indiana: Dec. '62.
Central of New Jersey: June '35, Aug. '51, Aug. '61, Aug. '66.
Central Vermont (CN): Dec. '35, Aug. '47, Oct. '62, all-time April '63, Aug. '63, Feb. '64.
Charleston & Western Carolina: June '41.
Chattahoochee Valley: Feb. '61, Feb. '62, Feb. '67.
Chattanooga Traction: Oct. '62.
Chesapeake & Ohio: Aug. '34, Oct. '44, May '48, Feb. '59, Feb. '61, Dec. '66 (1926).
Chicago & Alton: (1926) Oct. '66.
Chicago, Aurora & Elgin: Aug. '59.
Chicago, Burlington & Quincy: Sept. '36, Oct. '49, June '58, Feb. '61, Jan. '67.
Chicago & Eastern Illinois: June '33, Sept. '50, Dec. '62, Sept. '66.
Chicago Great Western: July '39, Feb. '63.
Chicago Heights Terminal Transfer: Oct. '59.
Chicago & Illinois Midland: July '54, Oct. '59.
Chicago & Illinois Western: Oct. '59.
Chicago, Milwaukee, St. Paul & Pacific: Oct. '32, Nov. '39 (renumbering) Feb.-Mar. '51, Oct. '60, July '66.
Chicago North Shore & Milwaukee: Aug. '59.
Chicago & North Western: Dec. '34, Aug. '48, June '59, Feb. '61, Nov. '66.
Chicago River & Indiana (NYC): May-Aug. '40, Oct. '59.
Chicago, Rock Island & Gulf: April '66.
Chicago, Rock Island & Pacific: Sept. '35, April '49, Dec. '59, April '66, Jan. '67.
Chicago, St. Paul, Minneapolis & Omaha: June '59.
Chicago South Shore & South Bend: Aug. '59, Dec. '62.
Chicago & Western Indiana: Oct. '59.
Chicago, West Pullman & Southern: Oct. '59.
Cincinnati, New Orleans & Texas Pacific: Oct. '62.
Cincinnati Union Terminal: June '60.
Claremont & Concord: Aug. '63.
Clarendon & Pittsford: Aug. '63.
Cleveland Rapid Transit: Feb. '58.
Cleveland Union Terminal (NYC): May-Aug. '40, June '60.
Cliffside: Feb. '61.
Clinchfield: Jan. '34, Jan. '51, April '65, June '66, Aug. '66, Dec. '66.
Coahuila & Zacatecas: June '61.
Colorado Midland: Aug. '36, Aug. '42.
Colorado & Southern (CB&Q): Sept. '54, Feb. '61, Feb. '67.
Colorado & Wyoming: Oct. '64, Nov. '66, July '67.
Columbia & Milstadt: Oct. '59.
Columbus & Greenville: Dec. '40.
Condon, Kinzua & Southern: Feb. '61.
Conemaugh & Black Lick: May '66.
Copper Range: Feb. '61.
Craig Mountain: Feb. '61.
Cumberland & Manchester (L&N): Jan. '36.
Cuyahoga Valley: June '60.

Dansville & Mt. Morris: Jan. '41.
Dardanelle & Russellville: Feb. '61, June '64, May '67.
Delaware & Hudson: Nov. '36, April '47, April '59, June '63, Feb. '67.
Delaware, Lackawanna & Western: Aug. '33, April '48, June '58 (MU psgr.)
Denver & Rio Grande (narrow gage): Dec. '42, Jan.-Feb. '43.
Denver & Rio Grande Western: Feb. '37, April '51, Feb. '61, April '64, April '67.
Denver & Salt Lake: March '41.
Dequeen & Eastern: June '64, May '67.
Detroit & Mackinac: June '42, June '65.
Detroit & Toledo Shore: June '60, June '65.
Detroit Terminal: June '65.
Detroit, Toledo & Ironton: May '42, Oct. '52, Feb. '62, May '67.
Dominion Atlantic (CP): Sept. '53.
Duluth & Iron: All-time Oct. '61.
Duluth, Missabe & Iron Range: Aug. '38, Dec. '51, Oct. '56, all-time Oct. '61, Feb. '61, Feb. '63.
Duluth, Missabe & Northern: all-time Oct. '61.
Duluth & Northeastern: Feb. '61.
Duluth, South Shore & Atlantic: Aug. '32, Dec. '50.
Duluth, Winnipeg & Pacific (CN)): Sept.-Dec. '37.

East Erie Commercial: May '66.
East Jersey RR. & Terminal: Feb. '59.
East Jorden & Southern: Feb. '61.
East St. Louis & Carondelet: Aug. '62.
East St. Louis Junction: Oct. '59.
Elgin, Joliet & Eastern: Oct. '59, Dec. '62.
Erie: Oct. '35, May '49, Jan. '66.
Erie-Lackawanna: Oct. '61; see also Erie and DL&W.
Escanaba & Lake Superior: Feb. '61, June '65.
Esquimalt & Nanaimo (CP): Feb. '53.
Essex Terminal: Feb. '66.
European & North American: July '37.

Feather River: Feb. '61, Aug. '64, June '67.
Feliciana Eastern: Feb. '61.
Ferdinand: Dec. '62.
Fernwood, Columbia & Gulf: Aug. '65.
Ferrocarril Chihuahua al Pacifico: Oct. '64, Aug. '67.
Ferrocarril Mexicano: June '61.
Ferrocarril del Pacifico: Nov. '64, Sept. '67.
Ferrocarril del Sureste: April '65.
Ferrucio de Yucatan: June '50.
Florida Central & Gulf (SAL): May '35.
Florida East Coast: March '34, Jan. '48, Dec. '59.
Fonda, Johnstown & Gloversville: Feb. '36.
Fordyce & Princeton: Feb. '61.
Fore River: Aug. '63.
Fort Dodge, Des Moines & Southern: Feb. '65.
Fort Smith, Subiaco & Rock Island. Feb. '61.
Fort Worth & Denver (CB&Q): Oct. '55, Feb. '61.

Galesburg & Great Eastern: Oct. '59.
Garden City Western: April '65.
Genessee & Wyoming: Jan. '41, Feb. '64.
Georgia: Dec. '39, July '52, Feb. '65.
Georgia & Florida: June '41, June '55, Feb. '65, June '66.
Georgia Northern: Feb. '61, Feb. '65.
Georgia Southern & Florida: Oct. '62.
Grafton & Upton: Aug. '63.
Graham County: Feb. '61.
Grand River (CP): Sept. '53.
Grand Trunk (CN): Sept.-Dec. '37, all-time June '60, Feb. '61.
Grand Trunk Pacific: July '66.
Grand Trunk Western (CN): Sept.-Dec. '37, Oct. '53.
Greater Winnipeg Water District: Feb. '66.
Great Northern: Aug. '35, Jan. '49, Feb. '57, Feb. '61, June '63, Aug. '63.
Great Western: Feb. '61, Oct. '64, July '67.
Green Bay & Western: July '42, July '65, Jan. '66.
Greenbrier, Cheat & Elk (WM): Oct. '33.
Gulf, Mobile & Northern (GM&O): May '34.
Gulf, Mobile & Ohio: Nov. '51, Feb. '63, Feb. '65.

Hampton & Branchville: Feb. '61.
Hartford & Slocomb: Feb. '62.
Hobart Southern: Nov. '42.
Hoboken Shore: Feb. '59.
Hoosac Tunnel & Wilmington: Aug. '63.
Houston & Brazos Valley (MP): March-April '38.
Houston Belt & Terminal: Sept. '66.
Houston North Shore (MP): March-April '38.
Hudson & Manhattan: June '58.
Hutchinson & Northern: April '65.

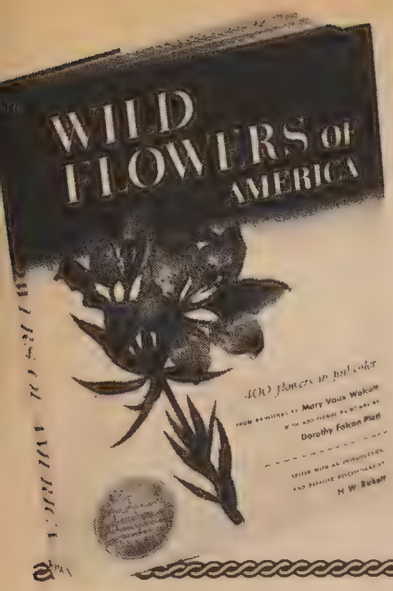
Illinois Central: Dec. '36-Jan. '37, May-June '51, Feb. '58, Feb. '61.
Illinois Northern: Oct. '59.
Illinois Terminal: April '53, Oct. '59, Sept. '65.
Indiana Harbor Belt (NYC): May-Aug. '40, Oct. '59, Dec. 62.
Indianapolis Union: Dec. '62.
Intercolonial: Aug. '66.
International-Great Northern (MP): March-April '38.
Interstate: Oct. '66.

Jacksonville, Gainesville & Gulf (SAL): May '35.
Johnstown & Stony Creek: May '66.

Kansas City, Mexico & Orient: April '40.
Kansas City Southern: April '39, June '52, April '57 (all-time steam), Feb. '64.
Kansas City Terminal: April '65, Sept. '65.
Kansas, Oklahoma & Gulf: March '66, Sept. '66.
Kennebec Central: Dec. '55.
Kentucky & Indiana: Dec. '62.
Kentucky & Indiana Terminal: April '65.
Kentucky & Tennessee: Feb. '61.
Kewaunee, Green Bay & Western: Jan. '66.
Klickitat Log & Lumber: Feb. '61.

Lackawanna & Wyoming Valley: March '51.
La Junction: June '67.
Lake Erie & Eastern (P&LE): Feb. '36.

(Concluded on page 60)



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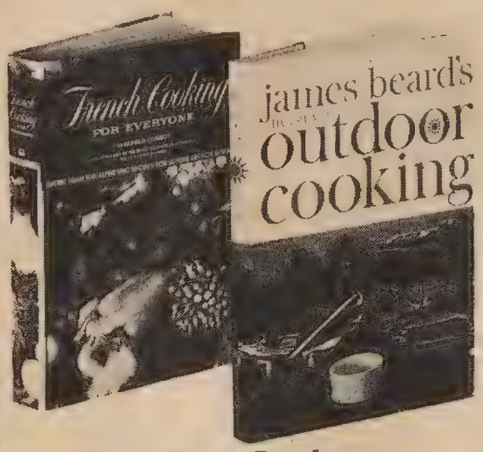

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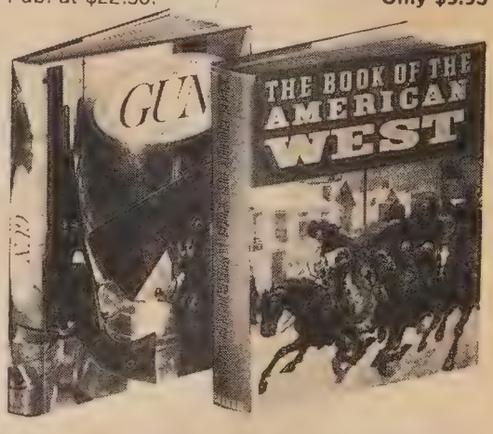

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Lake Erie & Northern (CP): Sept. '53.
La Salle & Bureau County: all-time Oct. '59.
Lakeside & Marblehead: June '60.
Lake Superior & Ishpeming: Feb. '61, June '65.
Lake Terminal: June '60.
Laona & Northern: Feb. '61.
La Southern: Oct. '62, April '63.
Lehigh & Hudson River: Feb. '42, Dec. '58 (all-time steam), Feb. '59 (diesel).
Lehigh & New England: March '33, Nov. '46, Feb. '59.
Lehigh Valley: April '35, July '49, Aug. '49 (reclassification), Feb. '60.
Litchfield & Madison: June '59.
Live Oak, Perry & Gulf: Oct. '62.
Lodi: Nov. '43.
Long Island: May '36, Sept. '49, July '50, (MU psgr.), May '51 (diesel), Aug. '60, April '63.
Longview, Portland & Northern: April '66.
Los Angeles & Salt Lake (UP): May '33.
Louisiana & Arkansas (KCS): May '41, June '52.
Louisiana Eastern: Feb. '61.
Louisville & Beaver River: Feb. '61.
Louisville, Henderson & St. Louis (L&N): Jan. '36.
Louisville & Nashville: Jan. '36, June '49, Oct. '58, Dec. '64.
Louisville, New Albany & Corydon: Dec. '62.

Macon, Dublin & Savannah (SAL): May '35.
Magma Arizona: Feb. '61, April '64.
Maine Central: May '32, Jan. '47, June '53, Oct. '58, April '65.
Manchester Street: Aug. '53.
Manila: Feb. '61, April '67.
Manitou & Pikes Peak: Feb. '61, Oct. '64, July '67.
Manufacturers Railway: Oct. '59.
Maryland & Pennsylvania: Nov. '64, May '66.
McCloud River: June '67, Feb. '61, Aug. '64.
Meridian & Bigbee: Aug. '65, Feb. '67.
Middle Fork: Feb. '67.
Midland of New Jersey: Oct. '43.
Milstead: see CMStP&P.
Milwaukee Electric & Light: April '43.
Milwaukee Road: Oct. '60.
Minneapolis, Northfield & Southern: Aug. '43, July '65.
Minneapolis & St. Louis: March '35, April '44.
Minneapolis, St. Paul & Sault Ste. Marie: Feb. '34, June '47, May '53; (Soo Line): Dec. '61, Feb. '66.
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction: Aug. '43.
Minnesota Transfer: July '65.
Minnesota Western: Aug. '43.
Mississippian: Feb. '61.
Mississippi Central: Sept. '33.
Mississippi Export: Aug. '65.
Missouri & Arkansas: July '36.
Missouri-Illinois (MP): March-April '38, Oct. '59, Sept. '65.
Missouri-Kansas-Texas: Oct. '34, Feb. '48, June '63.
Missouri Pacific: March-April '38, Sept. '51, Aug. '60, March '66 (1906).
Mobile & Gulf: Feb. '61, Feb. '62.
Moblie & Ohio (GM&O): Sept. '34.
Modesto & Empire Traction: Nov. '42, June '67.
Monon: Jen. '33, Feb. '49, April '60.
Monongahela: Dec. '33, May '66, Dec. '66.
Monson: Dec. '55.
Montour: May '66.
Montpelier & Barre: Aug. '63.
Montreal & Atlantic (CP): Feb. '33.
Morehead & North Fork: Feb. '61.
Morristown & Erie: Feb. '59.
Moscow, Camden & San Augustine: Feb. '61.
Mount Hope Mineral (CNJ): Feb. '59.
Muncie & Western: Dec. '62.

Napierville Junction: April '59.
Narragansett Pier: Aug. '63.
Nashville, Chattanooga & St. Louis (L&N): Oct. '39, Jan. '52.
National of Mexico: June '61.
Nevada Central: Jan. '33, Jan. '37.
Nevada Northern: Feb. '61.
Newburgh & South Shore: June '60.
Newfoundland (CN): Aug. '38, Oct. '53.
New Jersey, Indiana & Illinois: Dec. '62.
New Jersey Midland: Oct.-Nov. '43.
New Jersey & New York (Erie): Feb. '59.
New Orleans & Lower Coast: May '65.
New Orleans & Northeastern: Oct. '62.
New Orleans Public Belt: May '65.
New Orleans, Texas & Mexico (MP): March-April '38.
New York Central: Feb. '56 (diesel, electric, renumbering), Dec. '58 (electric), June '62 (electric, diesel), May-Aug. '40, Dec. '55 (steam), Feb. '61.
New York, Chicago & St. Louis: April '34, Oct. '47, Aug. '53, April '58, Feb. '61.
New York City subway-el equipment: June '57.
New York, New Haven & Hartford: Jan.-Feb. '39, Feb. '52, Dec. 58 (electric), April '61.
New York, Ontario & Western: April '32, May-July '43.
New York, Susquehanna & Western: April '41, Oct.-Nov. '43, Jan. '66, Feb. '59.
Nezperce: Feb. '61.
Nickel Plate: see NYC&StL
Norfolk & Portsmouth Belt: Sept. '52.
Norfolk & Western: March '36, Sept. '44, Feb. '53, Aug. '56, Aug. '61, Feb. '61, Feb. '62 (electric).
Norfolk Southern: Nov. '40, May '52, Oct. 62.
Northeast Oklahoma: April '65, Mar. '66.
Northern Alberta (CN, CP): Feb. '55, June '65.
Northern Pacific: May-June '39, May '47, Dec. '56, Feb. '61, Oct. '63.
Northwestern Pacific: April '36, Aug. '55 (all-time).
North Yakima: June '65.

Omaha Road (C&NW): March '37.
Ontario Northland: March '43, Jan. '55, July '65.
Oregon Short Line (UP): May '33.
Oregon-Washington Railroad & Navigation (UP): May '33.

Pacific Coast Railway: Oct. '35.
Pacific Coast Railroad: March '34.
Pacific Electric: Aug. '64.
Pacific Great Eastern: May '50, March '55, Aug. '65.
Panama: March '48.
Paris & Decatur: Aug. '62.
Patausco & Back Rivers: Nov '64.
Peabody Short Line: Oct. '59.
Peninsula Terminal Co: Feb. '61.
Pennsylvania: July-Nov. '41, Jan. '42 (electric), Dec. '54 (class roster), Aug. '57, Feb. '61, Oct. '62 (electric), Oct. '63.
Pennsylvania-Reading Seashore Lines: Dec. '41, Feb. '59, Aug. '67.
Peoria & Eastern: Oct. '59, Dec. '62.
Peoria & Eastern (NYC): May-Aug. '40.
Peoria & Pekin Union: Oct. '59.
Peoria Terminal: Oct. '59.
Pere Marquette (C&O): Nov. '35.
Petaluma & Santa Rosa: June '67.
Philadelphia, Bethlehem & New England: May '66.
Philadelphia Suburban Transportation Co.: Dec. '60.
Philadelphia Transit Co. subway-el cars: April '58.
Piedmont & Northern (electric, diesel): March '65.
Pittsburgh: Dec. '61.
Pittsburgh & Lake Erie (NYC): Feb. '36, May-Aug. '40, Nov. '49, June '60, June '62.
Pittsburgh & Ohio Valley: May '66.
Pittsburgh & West Virginia: Jan. '35, Dec. '49, June '60.
Pittsburgh, Chartiers & Youghiogheny: Sept, '43, May '66.
Pittsburgh, McKeesport & Youghiogheny (P&LE): Feb. '36.
Point Comfort & Northern: Sept. '66.
Port Authority Trans Hudson: Feb. '64.
Portland Terminal: Sept. '46, Aug. '63, April '66.
Prattsburgh: Jan. '41.
Prescott & North Western: Feb. '61.
Public Service Coordinated Transport (Newark subway): Feb. '59.

Quebec Central (CP): Jan. '40, Sept. '53 (revised March '54), Aug. '63.
Quebec North Shore & Labrador: Feb. '66.
Quebec Railway, Light & Power (CN): Oct. '53, April '58.
Quincy: Feb. '61.

Rahway Valley: Feb. '59.
Raleigh & Charleston (SAL): May '35.
Raritan River: Feb. '59.
Reader: Feb. '61, May '67.
Reading: Jan.-Feb. '38, May-June '44, March '53, Aug. '58 (electric), Feb. '61, Dec. '61.
Richmond, Fredericksburg & Potomac: Nov. '32, March '52, Oct. '66, Sept. '67.
Rio Grande City (MP): March-April '38.
River Terminal: June '60.
Roberval & Saguenay: Feb. '66.
Rockdale, Sandow & Southern: Sept. '66.
Rock Island: April '60, April '66 (1912).
Rockton & Rion: Feb. '61.
Rutland: Nov. '33, Aug. '46, June '59, Aug. '63, Feb. '64.

Sacramento Northern: Aug. '64, June '67.
St. Clair Tunnel Co. (CN): Sept.-Dec. '37, April '58.
St. John's River Terminal Co.: Oct. '62.
St. Johnsbury & Lake Champlain: Oct. '42.
St. Johnsbury & Lamoille County: Aug. '63.
St. Joseph & Grand Island (UP): May '33.
St. Louis, Brownsville & New Mexico (MP): March-April '38.
St. Louis-San Francisco: Nov. '34, July '48, April '66.
St. Louis Southwestern: Sept. '32, Feb. '47, July '53, Aug. '60.
St. Louis, Vandalia & Terre Haute: Aug. '62 (all-time).
San Antonio Southern (MP): March-April '38.
San Antonio, Uvalde & Gulf (MP): March-April '38.
San Benito & Rio Grande Valley (MP): March-April '38.
San Diego & Arizona Eastern: July '35, June '56.
Sandy River & Rangely Lakes: Sept. '35, Dec. '55.
Santa Fe: see AT&SF.
Santa Maria Valley: June '56, Feb. '61, Aug. '64, June '67.
Savannah & Atlanta: Feb. '65.
Seaboard Air Line: May '35, Sept. '48, June '59.
Shaker Heights Rapid Transit: Aug. '45.
Shortlines of: Alabama: Feb. '62, Feb. '67; Alaska: March '67; Arizona: April '67; Arkansas: June '64, May '67; California: Aug. '64, June '67; Canada: Feb. '66; Colorado: Oct. '64, July '67; Connecticut: Aug. '67; Delaware and Maryland: Nov. '64; District of Columbia: Aug. '59; Florida: Dec. '64; Georgia: Feb. '65; Idaho: Jan. '65; Indiana: Dec. '62; Iowa: Feb. '65; Kansas: April '65; Kentucky: April '65; Louisiana: May '65; Maryland and Delaware: Nov. '64; Michigan: June '65; Minnesota: July '65; Mississippi: Aug. '65; Missouri: Sept. '65; Montana: Dec. '65; New England: Aug. '63; New Jersey: Feb. '59; New York State: Feb. '64; North Carolina: Aug. '64; Ohio: June '60; Oklahoma: March '66; Oregon: April '66; Pennsylvania: May '66; South Carolina: June '66; South Dakota: Aug. '66; Southwest: April '64; Tennessee: Aug. '66; Texas: Sept. '66; Virginia: Oct. '66; Washington State: Aug. '62; West Virginia: Dec. '66; Wisconsin: Jan. '66.
Sierra: Nov. '42, June '55, Feb. '61, Aug. '64.
Soo Line: see CM&StP&SteM
Southern: June-July '38, March-April '50, Oct. '62.
Southern Pacific: Sept.-Nov. '38, June-Aug. '50, March '55 (cabin-fronters), Aug. '58, Feb. '61, Oct. '61 (1938 Moguls).
Southern Pacific of Mexico (Nat. Rys. of Mex.): Feb. '41.
Southern San Luis Valley: Feb. '61.
South Georgia: Oct: '62.
Spokane International: March '49.
Spokane, Portland & Seattle: March '39, Nov. '52, Dec. '60.
Springfield Terminal: Aug. '63.
State Belt (Calif.): June '67.
Staten Island Rapid Transit (B&O): June-July '34, Feb. '59.
Steelton & Highspire: May '66.
Stocton Terminal: Aug. '64, June '67.
Strasburg: Feb. '61, May '66.
Sugar Land (MP): March-April '38.
Sumpter Valley: Jan. '36.
Susquehanna Connecting: Nov. '43.
Sydney & Louisburg: June '56 (all-time), Feb. '66.

Tavares & Gulf (SAL): May '35.
Temiscouata: July '38.
Tennessee: Aug. '66.
Tennessee, Alabama & Georgia: Feb. '62.
Tennessee Central: April '53, April '65, Aug. '66
Terminal Railroad Association of St. Louis: Oct. '59, Sept. '65.
Terminal Railway Alabama State Docks: Feb. '62, Feb. '67.
Terre Haute & Indianapolis: Aug. '62 (all-time).
Terre Haute & Logansport: Aug. '62.
Texas City Terminal: Sept. '66.
Texas Mexican: Sept. '66.
Texas Midland: Oct. '63.
Texas & New Orleans (SP): March '42.
Texas & Pacific: July '33, Oct. '48, Dec. '60, Sept. '65.
Texas Southeastern: Feb. '61.
Tidewater Southern Union: May '66, Aug. '66.
Tionesta Valley: Feb. '44.
Toledo, Angola & Western: June '60.
Toledo, Peoria & Western: Aug. '54, Oct. '59, Feb. '65:
Toledo Terminal: June '60.
Tonopah & Tidewater: July '35, Nov. '42.
Tooele Valley: Feb. '61.
Toronto, Hamilton & Buffalo (NYC): July '32, Feb. '66.
Toronto Transit Commission subway cars: Feb. '58.
Trenton-Princeton Traction: Feb. '59.
Trona: Aug. '64, June '67.
Tuskegee: Feb. '62.
Twin Branch (Ind.): Dec. '62.

Union Pacific: May '33, July '47, Dec. '57, Feb. '61, April '64.
Union Terminal: Feb. '61.
Union Transportation (Pemberton & Heightstown): Feb. '59.
U.S. Military Engines of Civil War: June '67.
United of Yucatan: June '50, June '61.

Vandalia (PRR): all-time Aug. '62, (1917) April '62.
Ventura County: Feb. '61, June '67.
Virginia Blue Ridge: Feb. '61, all-time Feb. '62.
Virginia & Truckee: Jan. '55.
Virginian: April '37, July '51.

Wabash: Feb. '40, April '52, April '62.
Waco, Beaumont, Trinity & Sabine: Feb. '61.
Warwick: Aug. '63.
Washington, Idaho & Montana: Feb. '61.
Washington Terminal: Aug. '59.
Washington & Old Dominion: Oct. '66.
Wellsville, Addison & Galeton: May '66.
Western of Alabama: Dec. '39, July '52, Feb. '62, Feb. '67.
Western Maryland: Oct. '33, Oct. '46, Dec. '52, June '62.
Western Pacific: June '32, Dec. 46, Jan. '53, April '61.
Wharton & Northern (CNJ): Feb. '59.
Wheeling & Lake Erie (NYC&StL): Sept. '39, May '50.
White Pass & Yukon: Oct. '40, April '56, Feb. '61, Feb. '66, March '67.
Wiscasset & Quebec: Dec. '55.
Wilkes-Barre & Eastern: Nov. '43.
Winifrede: Feb. '61.
Wisconsin Central (Soo): Feb. '34.
Wrightsville & Tennille: Feb. '61.

Yosemite Valley: July '35.
Youngstown & Northern: June '60.
Youngstown & Southern: June '60.
Yreka Western: June '67, Feb. '61, Aug. '64. ●

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French Gov't. Cost $22
Now Just $9.95

- Suntan Khaki Drill
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- Regimental Brass Buttons

A striking and dashing jacket made for French officers stationed in Algiers, Senegal and other French African Colonies, each is marked "St. Ariel, Angers 1952," is comfortable, stylish and a solid bargain. Brand new, complete with 12" rear vent, wide 2" belt, handsome regimental-issue brass buttons. Specify size, S (perfect for women), M, L or XL. In limited supply, and very nice!

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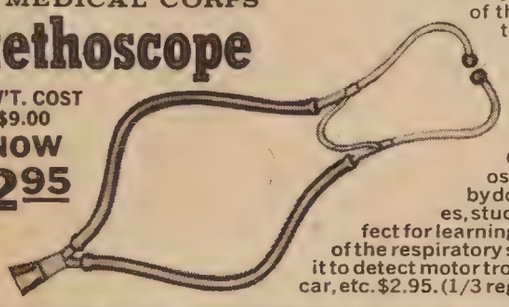

Ever try to buy one of these? Hard to find, and usually expensive, this brand new surplus U.S. Medical Corps stethoscope is used by doctors, nurses, students, is perfect for learning rudiments of the respiratory system. Use it to detect motor trouble in your car, etc. $2.95. (1/3 regular price.)

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This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

WHY SPEND A LOT FOR AN EXTRA PHONE?

Standard Dial Phones - only $9.95

SAVES EXTRA STEPS AND COSTLY RENTAL CHARGES

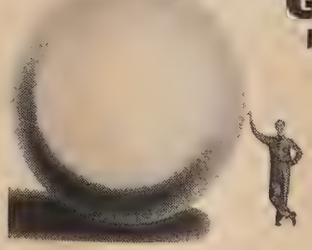
COMES WITH 4-PRONG PLUG READY TO PLUG IN AND USE!

Available in 6 Handsome Standard Telephone DECORATOR COLORS for Home or Office: White, Ivory, Beige, Green, Red and Blue.

These reliable phones are hard to beat—sturdy reconditioned Western Electric and Stromberg-Carlson dial phones at about one quarter normal retail cost. Rewired, refinished and equipped with standard plug ready to use in home or office, they are a solid value, make it possible to have a phone in every room (cost less to own forever than what you'd pay to rent for 3 months). Two make a fine intercom. A buy! The Handsome Standard Color Dial Phones only $13.95—Set of 2, $25.95. Specify choice of white, ivory, beige, green, red or blue. These are a bargain!

GIANT 12 FT.

METEOROLOGICAL BALLOON



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___French Sahara Bush Jackets @ $9.95. (Add 65¢ post.)
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___Sets of 2 Color Phones @ $25.95 (Add 95¢ post. per phone)
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___Pilot's Chronograph watches @ $12.95 (Add 65¢ post.)

___Meteorological balloons @ $2.95 (Add 15¢ post.)

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For all shooters and hunters

AMMUNITION HANDBOOK

This is the definitive book on ammunition for all types of shotguns, rifles and handguns, by America's leading ammunition authority, Winchester-Western. It is clear, concise, arranged for quick reference, and is a handy and complete shooter's handbook. Fully illustrated with drawings and photographs, its coverage is truly encyclopedic. The book traces in detail the history of ammunition, from the time when man first hurled a rock at a foe—or at a prospective dinner. It discusses the evolution of the cartridge, its chambering and parts, and the way they are named. It contains the up-to-date facts and figures on shotshells, barrels, ballistics, chokes, and loads for game in timber and open-country big game. How to choose shot size, and safety in loading and reloading are given complete coverage. In the chapter titled, "The Rifled Slug, a Deerslayer," the misunderstood rifled slug is examined and explained to enable a shotgun to be converted into a highly dependable deer rifle. In the chapter titled, "Basic Rifle Ballistics," the rudiments of rifle ballistics illustrate the difference between hits and near (usually far) misses. In the chapter titled, "Center Fire Handgun Cartridges," the flexibility, range, and power of the handgun are explored to make possible better scores and bigger game. The wealth of easy-reference material, statistical charts and glossary of technical terms make this book an indispensable manual for every-one who uses ammunition.

The world's handiest handbook on ammunition for all types of shotguns, rifles, and handguns. Full of facts, photographs, ballistics, and statistics!

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts.* (timetables); *emp. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Oct. department is closed. Entries for Nov. issue should reach us before Aug. 7th. Address Sy Reich, *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017.

V.B. ADAMS, 524 E. Hickory St., Watseka, Ill. 60970, sells 8x10 prints of cartoon "At the Old Station" on glossy paper mailed flat, $1 postpaid.

JOHN ALLEN, Box 529, Centralia, Ill., wants p.c. or 5x7 negs., any road, buy or trade.

CLINT ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pic of LV, CNJ, DL&W, RDG, L&NE, L&HR steam, also station pix.

C.E. ARMBRUSTER, 3429 Minnesota, St. Louis, Mo. 63118, wants trainman buttons Erie, Lackawanna, ACL, KCS, LIRR, Sou., CNJ, CP.

FRED ARONE, 344 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana, also auto, ship and express items. Sells railroadiana.

LARRY AUSTIN, 808 Aetna Dr., Ellwood City, Pa. 16117, sells movie and slide titles, color or b&w, with rail scene backgrounds. (SSE)

R.N. BALL, 106 Woodland Rd., Sawston, Cambridgeshire, England, trades British railroadiana for U.S. railroad and interurban books.

GENE BELLE, treas., Boston St. Ry. Assn., Inc., P.O. Box 102, Cambridge, Mass. 02138, sells 3 diff. Boston trolley photo sets of four 8x10's each, $1.50 per set. Order by no: (4) PCC's, (5) semi-convertibles, (6) rap. trans. cars.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything FEC. Trades general railroadiana. Sells prints from FEC 8x10 official negs.; 5-print, 8x10 sample set $5.

W. BROSCHART, 89-32 138th St., Jamaica, N.Y. 11435, sells rr., trolley, bus, airline and ss. tts., also negs of same. Sells size 616 trolley pix from 1940's in bulk, $7 per 100.

DOUG BROWN, 3630 251st St., Sepulveda, Los Angeles, Calif. 90034, album, Niagara Stack Talk vol. I, mountain railroading in Mexico.

TOM CHAMBERLAIN, 323 Chemung St., Sayre, Pa. 18840, buys, sells, trades passes, tts., switch keys, etc.; 22 page list, 20¢. Esp. wants NE Penna. items.

K.F. CHIVERS, 67 Somerset St., West Ottawa 4, Ont., Canada, wants Railroad Magazine, Sept. '30; Model Craftsman, Aug. '36, March '33; HO Monthly, Vol. 1, No. 2; Steel Rails, Vol. 1, No. 3.

LEONARD CLYDE, 6 The Mount, Ewell, Surrey, England, will pay $50 for U.S. steam loco whistle, maximum 180 psi.

JOE COLLIAS, 7327 Nottnigham, St. Louis, Mo. 63119, wants quality negs. of Frisco and Mopac steam action close-ups or overheads; will buy or trade for negs. of other roads.

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, wants good slides of special LVC rail tour May 30, 1967.

ED CONKLIN, 5 King Arthur's Court, St. James, N.Y. 11780, sells LIRR tts., other railroadiana.

JEFF DAMERST, 248 E. Waring Ave., State College, Pa. 16801, buys rr. kerosene lanterns and markers; also wants DL&W 4¼" globe and founts for 1940 Dietz Vesta.

D.L. DAVISON, 6419 SE 72nd St., Portland, Ore. 97206, wants Cafky's "Rails Around Gold Hill," mint cond., with dust jacket. Has Akane USRA Pacific with Vanderbuilt tender, never run or painted, to trade for above book or will pay cash.

FRANK DELARM, 359 Glen Oak Road, Venice, Fla. 33595, sells old New England rr. stocks, bonds. One bond and list, 25¢.

VINCE DESANTIS, 196 Carbon St., Paterson, N.J. 07522, will buy monthly paper "Susquehanna Reflector." Will sell orig. station sign Swartswood Lake Jct., good cond. for best offer.

C.A. DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades old GTR railroadiana.

MARV DOUDNA, 1600 Northwest 119 St., Miami, Fla. 33167, wants B&O Zanesville doodlebug 8mm movie. Sells ACL last "Fla. Spl." recreation car brochures, 25¢ each. (SSE)

ART DUBIN, 229 Park Ave., Highland Park, Ill., collects unusual literature, menus, adv. brochures, etc., pertaining to pass. train operation 1870-1930.

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, buys negs. of B&O, NYC, PRR diesels and cabooses, sizes 616, 2¼x2¼ or 620 preferred. Answers all mail.

GENE ELLIS, 550 W. McIntosh St., Milledgeville, Ga. 31061, wants pix or negs. of cabooses used on Tenn. Cent. and Tenn.,-Ala. & Georgia.

J.R. FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys any IC railroadiana.

JACK FULTON, 4111 W. 185th St., Torrance, Calif. 90504, wants pix, articles, or publications about Oregon Electric Ry.

PAUL GARDE, Green Mt. Falls, Colo. 80819, offers big new lists of slides: "South Central & SE Steam and Diesels," "North Central Steam," "East & NE Steam and Diesels." Large SSE for each list.

ROBT. GAY, 24050 Manistee St., Oak Park, Mich. 48237, wants Rio Grande Southern info. and pix.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, swaps old rr. stock, bonds, also Poor's and Moody Manuals. No sales.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, wants info. on rr. clothing esp. shirts.

GRAHAME HARDY, Box 622, Carson City, Nev., will send free list of thousands of steam and elec. items up for auction. Buys wide variety of railroadiana.

TOM HARPER, 796 4725, U.S.S. Tanner, c/o FPO, San Francisco, Calif. 96601, sells orig. slides Hong Kong traction, Viet-Nam and Formosa steam. (SSE)

D.W. HATELY, 91 Queen St., Bowmanville, Ont., Canada, trades orig. Kodachromes of diesels in his area for what-have-you.

LAWSON HILL, 163 Moffat Rd., Waban, Mass. 02168, swaps pass. car photos.

JOHN HODSON, Britt, Iowa 50423, wants historical material on CGW and predecessor roads, also Alpheus B. Stickney, N.C.F. Smith, Sam Felton, N.L. Howard. Also tts., pix. Will buy.

ROY HUNT, 7 W. 4th Ave., Everett, Pa. 15537, wants history, pix, etc., of Kishacoquillas Valley.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells GTW steam & diesel pix sizes 4x5 to 24x28; also CN diesels.

G.U. JANES, 2235 35th Ave., San Francisco, Calif. 94116, trades postcards of S.F. cable-cars and Indiana RR interurbans for other rr. postcards.

BILL JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells steam pix, size 620 or bigger; most U.S., Mexican, and Canadian, many oldtimers; many orig. negs. size 616 and pc.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, others, Buys collections of same, good cond.

PETE JULIANO, 10 Mitchell Terr., West Long Branch, N.J. 07764, has available an interesting list of railroadiana to be sold.

GORDON KELLEY, Jr., 535 W. Bradley Rd., Glendale, Wis. 53217, sells CMSP&P rule books, $2.50 each. Also has Milw. trolley prints (13x18, 1893 Brill Cars) at $2.50 per set of 3.

ART LALLY, 7111 Beechmont, Cincinnati, Ohio 45230, will sell rr. and interurban map of Ohio published 1912. Each road in different color. Linen backed, folds in hard cover, good cond., make offer.

JIM LANIGAN, 4820 8th Ave., Regina, Sask., Canada, buys photos, blueprints, diagram books, etc., of CP steam (esp. pre-1920); photos of CP business cars (past and present) and Regina Municipal Ry. trolleys.

Mrs. DOROTHY LAUGHLIN, 711 S.W. 73rd Ave., Miami, Fla. 33144, sells sets of 4 color P.C.'s of Gold Coast RR., 20¢ plus SSE.

JOE LEGER, 1732 Washington St., San Francisco, Calif. 94109, buys, sells, trades railroadiana. Large SSE for list. Wants Western items, rr. and electric.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, buys 35mm color slides of CB&Q, NP, GE U25C, GE U28C, SD45,IC GP40, Santa Fe SD45, Alco DL600B Nos. 800-849.

L.E. MADOLE, 439 Front, Hempstead, N.Y., buys and sells used r.r. books. Large SSE for list.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will trade book "History of Reading" by Hare for Railroad Magazine, '29 to '31. Buys Reading-Jersey Central or Reading mags.

BOB McVAY, Box 625, King City, Ga. 93930, needs 7 issues of 1930 Railroad Magazine. Name your price. Sells or trades same for 1930 to date. List of railroadiana SSE.

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Now You Can Be TALLER Instantly!

By at least 2 full inches with amazing new invisible "LIFTEE" HEIGHT INCREASE PADS

Are you handicapped in your social contacts because of a short appearance . . . tired of being called shorty? Now, at last you need not suffer this embarrassment any longer with the aid of "LIFTEE", the new amazing **HEIGHT INCREASE PADS.** Simply slip these invisible pads in any pair of shoes. Now step into them and add 2 inches in height. **THE SAME HEIGHT INCREASE AS EXPENSIVE HEIGHT INCREASING SHOES.** No one will suspect that you are wearing them — but what an impressive difference they make! These **LIGHTWEIGHT FOAM RUBBER AND CUSHION CORK PADS** fit securely without gluing and interchangeable in any shoes. "LIFTEE" is scientifically designed for real walking comfort and an aid to better posture. Worn by thousands of smart men and women in all walks of life. Durable and shock absorbing.

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You shall be admired more by women who always like their men to be taller than themselves. Don't be left out of social life and dates because of short height. The taller man is always more popular, looks better in clothes and is in great demand at parties and dances. Being taller will give you more self-confidence and poise — a key to success and romance. Being taller will produce and cause more admiration and you shall be respected more in every walk of life by both women and men.

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It is well known that making a taller appearance helps you find the best jobs and earn more money in spare time or full time. With your new height comes a gain in self confidence and prestige that is literally priceless when you are seeking a better position. Being taller will help motivate your success. You may assume greater leadership, seek out lucrative opportunities and help put yourself on easy street for the rest of your life.

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That's why thousands of men in all walks of life are using "Liftee" Height Pads, which are interchangeable in all shoes without gluing, to secretly build up their height. The cost is only a fraction of what you pay a manufacturer who charges up to $50 or more per pair of built up shoes; even though you accomplish the same HEIGHT INCREASE results. The price of $1.98 to be 2 inches taller and the added poise and confidence that comes from wearing "Liftee" Height Pads is certainly a low price for you to pay for increasing your height.

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You elevate yourself instantly with these invisible pads inside your shoes and only **YOU** know the secret. No one will ever say that you have elevated height (or wearing ELEVATED HEIGHT) as with conspicuously built up shoes. You not only look taller, you stand straight and walk erect. Many will actually think you have grown TALLER.

FEEL THE SCIENTIFICALLY DESIGNED COMFORTABLE CUSHION CONSTRUCTION OF LIFTEE HEIGHT PADS.

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$2.98 ONLY per pair — Amazing Low Price!

Send name and address. Pay postman on delivery, only $2.98 plus postage per pair of "LIFTEE" HEIGHT INCREASE PADS. Or send only $2.98 with order and we pay postage. State man's or woman's shoe size. **10 DAY TRIAL MUST SATISFY OR MONEY WILL BE REFUNDED.**

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Rush my "Liftee" Height Increase Pads in the size checked below. I will pay postman on delivery only $2.98 plus postage. I must be absolutely satisfied or I can return the pads within 10 day trial and my money will be refunded.

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☐ Mans Shoe Size_____ ☐ Ladies Shoe Size_____

☐ Check here if you wish to save postage by sending only $2.98 with coupon. Same money back guarantee.

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CITY_____ STATE_____ ZIP_____

(Canadian or Foreign orders $3.40 No COD's)

New type of power hand-brake, introduced by W. H. Miner, Inc., of Chicago, has been approved by Association of American Railroads.

W.E. MILLER, 76 Rose St., Galt, Ont., Can. buys, sells, and trades sizes 620 and 616 diesel pix and negs. of CN, GTW, GT, CV, DW&P and CP.

JIM MOORE, 1312 Milledge Rd., Augusta, Ga. 30904, wants steam pix. of Ga. & Fla., C&WC, Wrightsville & Tennille. Name price and size in 1st letter.

DALLAS NELSON, Box 154, Little Lake, Mich. 49833, wants rosters of M&S, L&M, DT&I.

SCOTT NIXON, SFC Bldg., Augusta, Ga. 30902, will trade postcards of rr. depots and playing cards with rr. motive or ads on back.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys or trades elec. and diesel loco builders' plates. (Ed. note: Next month this magazine will feature a front cover and article on the hobby of collecting loco builders' plates.)

HAROLD OLSEN, 921 Essex Ave., Linden, N.J. 07036, wants size 116 neg. collection of Twin City Rapid Transit, esp. TCRT car on Robbiurdale line.

JOHN PARKER, Rte. 1, Box 106G, Aiken, S.C. 29801, has list of prints, steam and diesel, 20¢. Assorted off. Guides and Equip. Registers for SSE.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides steam, diesel, trolley. Sample 25¢.

GAYLORD PLUMMER, 319 E. 3rd St., Cherryvale, Kan. 67335, sells diesel hardware, some steam. Also large, new, list of general rr. hardware and paper items. Will trade for steam and diesel hardware items only. (SSE)

OSCAR QUASI, Box 2275, Springfield, Ill. 62705, sells color slides, steam, diesel, electric, motor cars, interurbans. Big roads, plus over 700 shortlines and industrials. 100 page catalog and sample slide 35¢.

J. QUINN, 39 Foxhurst Lane, Manhasset, N.Y., wants NY Central slides, photos, souvenirs.

BILL RAIA, 3319 N. Wolcott, Chicago, Ill. 60657, sells Soo Line steam and diesel photos 5x7, 8x10 size, stamp for 2 lists.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, has 50 different switch keys to trade for ones needed. Do not sell.

JIM REID, 4584 Brentlaun Dr., North Burnaby, B.C., Canada, wants CN train orders between Vancouver and Jasper (main line only after 1/58).

PETER RICKERSHAUSER, 1 Sutton Pl., Florham Park, N.J. 07932, will buy any size photos, tts, etc., of Maine's 2-foot gagers and Tuckerton RR.

ED ROSENAU, 5110 N. Keeler Ave., Chicago, Ill. 60630, wants 8mm traction movies, esp. CA&E, IT, and CTA showing PCC's and pre-PCC red cars.

JEROME ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628, wants diesel pix of L&NE, Erie, DL&W, NYS&W, NYL&W, WM, N&W. Pass. car pix of NYS&W Budd stainless-steel commuter cars; NYS&W and C&WI Stillwell coaches; NYW&B; CSS&SB; Hudson & Manhattan cars.

TOM SANDER, 672 Beresford Ave., Toronto 9, Ont., Canada, has 4000 slides to sell steam traction diesel from 1955: SL, CP, CN, RDG, CNSM, SLPS, TTC, BO, NH, etc.

JOE SAVAGE, Antioch, Ill. 60009, wants an ATSF loco bell.

DON SCAFE, Project House 1-D, College Station, Tex. 77840, has many bound vols. of Railway Age from 1942-'54 that he must sell before he moves in late summer. Unsold vols. must be destroyed because of the weight-factor. The vols. are practically free to someone who could use them. (SSE)

DENNIS SCHMIDT, 2533½ Winch St., Fort Wayne, Ind. 46803, sells 3½x5 diesel pix, many roads. List, 5¢.

J. SCHWARTZBERG, 120 W. Jersey St., Elizabeth, N.J., has PRR rulebook dated April 26, '25, perfect cond.; best offer.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sell or trade: Photos b&w slides of North Shore Line. List and sample 25¢.

J.W. SHAFER, 43 Lafayette Rd., Evansdale, Iowa 50707, wants rr. material, photos, postcards, loco catalogs, letters, books, pins, medals, fobs, old stock certifs., buttons, badges.

W.D. SHERMAN, 108 Clearview Dr., Palestine, Tex. 75801, wants swinging-type frame or mount for 17" loco bell. Also condr's ticket punch.

L.M. SHERTZER, 3612 Dickens Ave., Cincinnati, Ohio 45213, wants GCC (Cumberland, Md.) loco pictures Nos. 4-8-10. Will trade Nos. 1, 2, 3, 5, 6, 7, 9.

DICK SHIDELER, Rt. 3, Box 120, Manteca, Calif. 95336, trades 2¼x3¼ size 116 and 122 negs. of SP diesels for other class I roads. Esp. wants Monon, DM&IR, PRR, GM&O, NP.

SHERMAN SHOOK, 160 Andover St., Wilkes Barre, Pa. 18702, offers story on elec. trolley museum, East Broad Top RR for stamp. Sample color slide, 20¢. Illus. brochure.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, Reading engineer caps, never used. Diamond-shaped logo on front reads "Reading Lines," $2.75 ea. postpaid.

DICK SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, sells size 616, 620 negs., color slides of trolleys, diesels, steam, or will swap for Alco, FM, Baldwin, Lima diesels.

DICK SNAVELY, Rte 1, Box 313, Hershey, Pa. 17033, will sell 5⅜" Kopp glass and 4¼" Dietz Vesta lantern globes. All clear, unmarked. (SSE)

J.W. SWANBERG, Taunton Lane, Newtown, Conn. 06470, wants rr. bldrs.' plates, number plates, headlights, whistles. Has similar items for trade.

GRAY TUTTLE, Box 558, Myrtle Beach, S.C. 29577, will buy photos of B&O pass. cars, B&O Royal Blue streamlined 4-6-2, park-size train photos and book "Trains We Rode," Vol. I.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, railroad auction, free list. Deadline on bids Aug. 5th.

HAROLD VOLLRATH, 8938 Maple Dr., Shawnee Mission, Kan. 66207, has 13,000 pix for sale. Locos on all major roads, over 1,000 shortlines, sizes 616, p.c.; complete list 50¢. Also buys or swaps rosters and loco negs.

FESTUS VON BLON, 1208 Locust, Muskogee, Okla. 74401, wants tts. from Colorado Div. of SP, MK&T Div. of Mopac, also Southwest rrs.

R.P. WEATHERBURN, 10208 148th Ave., Edmonton, Alta., Canada wants late 1966 or early '67 Ry. Equip. Register, mint shape, no marks or tears; has mint copy "British Narrow Gauge Railways" by Jones to sell or swap for above.

BOB WEBSTER, 1030 Southhill St., North Kamloops, B.C., Canada sells emp. tts: CN, CP, (mostly Western), some U.S. roads. List 5¢ or Canadian stamp.

RON WILSON, 619 East Ave., Hutchinson, Kan. 67501, wants pix of doodlebugs of ATSF, CRI&P, and UP. Buys railroadiana of those roads.

JOHN WORSFOLD, 67 Park Wood Rd., Beeston, Leeds, 11, England, disabled fan, wants North American rr. magazines, all types. Will supply British rr. items, and correspond.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18503, wants original negs. and slides, any size, of Lackawanna & Wyoming Valley, also Scranton Transit Co.

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067, sells size 616 negs. and 35mm slides of diesels and electrics in his area. State wants. Buys size 616 negs. of PRR, NYC, B&O, UP, SP, Alco, FA, and PA units.

JOHN ROBERTSON, 808 E. Monroe St., Mexico, Mo. 65265, interested in info. on Wabash and C&A, esp. their motive power.

E.L. TOMBERLIN, 68 Oakes Blvd., San Leandro, Calif., wants to hear from fans interested in sizes 616, 35mm pix of taxis, buses, trucks, boats.

WM. STEVENTON, Kennan, Wis. 54537 will sell CSS&SB 900 series loco headlight, $75 plus actual cost of crating. Will ship express collect.

DAVID HARRIS, manager, library services, Planning Research Corp., 1100 Glendon Ave., Los Angeles, Calif. 90024, making survey of automated rr. pass. reservation systems, wants copies of articles published anywhere on that subject.

PAUL PIETRAK, Box 76, North Boston, N.Y. 14110, sells soft-bound copies of his book "Buffalo and Susquehanna," $3.50 each. (Book reviewed in April Railroad Magazine.)

HAROLD PAULSEN, 726 Park Ave., South Pasadena, Calif. 91030, wants info. on wreck in about 1909 in South Pasadena when SP train hit PE car at crossing.

Model Trading Post

C.E. DAVIS, 3663 McCall St., Bremerton, Wash. 98310, will trade any 00 frt. or pass. trucks for 00 Scalecraft or Nason tender trucks of loco parts and tenders.

JIM HICKEY, 3306 Greenlawn, Austin, Tex. 78757, wants model locos, any kind, any cond.; buy or trade.

G.U. JANES, 2235 35th Ave., San Francisco, Calif. 94116, trade Tru-Scale 0 gage NYC Hudson towards Max. Gray UP 800-class 4-8-4 without smokelifters.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants movies (any mm) of tinplate standard or wide gage toy train collections and layouts.

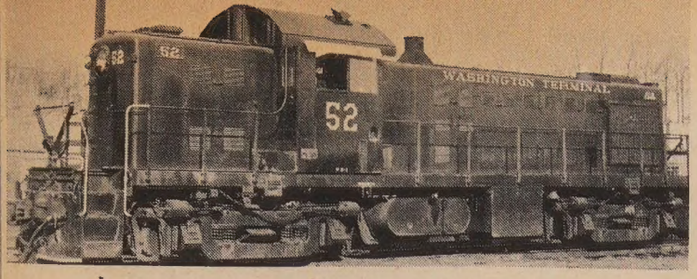
JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 716 hopper, 717 caboose, 44 motorboat, 6464-150 MP box car, 6057 New Haven caboose. State cond., price.

ROBT. WALLICH, 628 High St., Harpers Ferry, W. Va. 25425, will buy "Buddy L cars" and 408 loco, good running cond.

R.P. WEATHERBURN, 10208 148th Ave., Edmonton, Alta., Canada, wants HO kits (wood), back issues of rail publications; swap for HO trucks (Lindberg) other HO. Has maps of North American model rr. systems, 32x42, up to date. ●

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

Louisiana's last operating steam locomotive, property of the Lousiana Longleaf Lumber Company, was photographed at Fisher, La., on June 1, 1967. Baldwin built her in 1907 for the Victoria, Fisher & Western. The engineer is Leon Mothershed.



Washington Terminal Company locomotives are equipped with steam generators.
Photo by Sy Reich

District of Columbia Shortlines

Present-day locomotive roster compiled by Sy Reich

East Washington Railway

Road Number	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
101	300	GE	45-ton	B-B	22,500	90,000	1946	
102	300	Whitcomb	65-ton	B-B	32,500	130,000	1944	1

Richmond, Fredricksburg & Potomac Railroad

50	600	GM-EMD	SW1	B-B	49,500	198,000	1940	2
51-52	1000	Alco-GE	S2	B-B	57,500	230,000	1942	3
53-54	1000	Alco-GE	S2	B-B	57,500	230,000	1943	4
55-57	1000	Alco-GE	S2	B-B	57,500	230,000	1944	5
58-61	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
62-71	1000	Alco-GE	S2	B-B	57,500	230,000	1948	
81-85	1200	GM-EMD	SW1200	B-B	64,275	257,099	1965	
91	1500	GM-EMD	SW1500	B-B	63,595	254,380	1966	
101	1500	GM-EMD	GP7	B-B	61,186	252,384	1951	
102	1500	GM-EMD	GP7	B-B	61,186	252,384	1951	
103-104	1500	GM-EMD	GP7	B-B	61,186	252,384	1953	
111-118	2500	GM-EMD	GP35	B-B	66,758	267,033	1965	
121-125	3000	GM-EMD	GP40	B-B	66,187	266,768	1966	
1001-1005	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1949	
1006-1011	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1950	
1012-1015	2250	GM-EMD	E8A	A1A-A1A	54,513	333,850	1953	
1051-1055	2250	GM-EMD	E8B	A1A-A1A	52,149	320,750	1949	6
1101-1108	1500	GM-EMD	F7A	B-B	56,161	230,153	1949	6, 7
1109-1110	1500	GM-EMD	F7A	B-B	56,161	230,153	1950	6
1111	1500	GM-EMD	F5A	B-B	56,161	230,153	1948	8
1151-1158	1500	GM-EMD	F7B	B-B	57,007	233,179	1949	6, 8
1159-1160	1500	GM-EMD	F7B	B-B	57,007	233,179	1950	6, 7
1201-1203	1500	GM-EMD	FP7A	B-B	61,133	257,357	1950	

Washington Terminal Company

40	1000	Alco-GE	RS-1	B-B	72,300	241,000	1944	
41-43	1000	Alco-GE	RS-1	B-B	72,300	241,000	1944	9
44-45	1000	Alco-GE	RS-1	B-B	72,300	241,000	1945	9
46-49	1000	Alco-GE	RS-1	B-B	72,300	241,000	1945	
50-54	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	9, 10
55	1000	Alco-GE	RS-1	B-B	72,300	241,000	1947	
56-59	1000	Alco-GE	RS-1	B-B	72,300	241,000	1948	9
60-62	1000	Alco-GE	RS-1	B-B	72,300	241,000	1950	
63-64	1000	Alco-GE	RS-1	B-B	72,300	241,000	1951	

District of Columbia Notes

Based on data from officers of Chattahoochee Industrial, RF&P, ACL, WT, and Striegel Supply & Equipment Corp., roster is accurate as of first quarter, 1967. For the purpose of our rosters a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railway Officials, or both, which has a route mileage less than 400. Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) EW 102 is ex-U.S. Army.
(2) RF&P 50 was sold to Canton Railroad, renumbered 26.
(3) RF&P 51 was sold to Pichmond Terminal renumbered 51, then sold to David J. Joseph Co.
(4) RF&P 53 was scrapped in 1956. RF&P 54 was sold to Atlantic Coast Line, renumbered 44.
(5) RF&P 56-57 were sold to ACL, renumbered 45-46.
(6) RF&P 1051-1055, 1151-1156, 1158, 1160, 1102-1104, 1106, 1108, and 1110 were traded to GM-EMD for new units.
(7) RF&P 1101, 1105, 1157, and 1159 were sold to Streigel Supply & Equipment, renumbered 1101, 1105, 1157, and 1159; then sold to Precision Engineering Co. for scrap.
(8) RF&P 1111, originally Aberdeen & Rockfish 201, has been scrapped.
(9) WT 42, 45, 51, and 56 were sold to Potomac Electric Power Co.
(10) WT 52 and 54 were sold to Great Southern Land & Paper Co.; then sold to Chattahoochee Industrial Railroad, renumbered 97, 38. ●

Ferrocarril del Pacifico

Present-day locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Model Bldrs.	Wheel Arrngt.	Tractive Effort	Weight	Date
501	1800	Alco Pr.	RS-11	B-B	53,000	260,400	1957
502-504	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1958
505-510	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1959
511-512	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1960
513-514	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1961
515-516	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1962
517-520	1800	Alco Pr.	RSD-12	C-C	79,500	343,600	1962
521	1800	N de M	——	B-B	53,000	260,400	1963
601-606	2750	Alco Pr.	DL-628	C-C	?	363,000	1966
701-725	900	Alco Pr.	S6	B-B	46,000	195,100	1955
801-810	1600	Alco-GE	RSD-5	C-C	78,750	298,800	1953
811-821	1600	Alco	RSD-5	C-C	78,750	298,800	1954
822-827	1600	Alco Pr.	RSD-5	C-C	78,750	298,800	1955
828-835	1600	Alco Pr.	RSD-5	C-C	78,750	298,800	1956
901-904	1600	Alco	FPA-2	B-B	52,500	256,200	1954

Based on data from the railroad's Supte. Gral. Fza. Motriz y Maq., roster is accurate as of April 3, 1967. Locomotive builders: Alco Pr, Alco Products; NdeM, National Railways of Mexico: Alco-GE, American Locomotive Co.-General Electric Co.: Alco, American Locomotive Co. Nos. 701-703, 714, and 716 were sold to Ferrocaril de Chihuahua al Pacifico, renumbered 701-703, 714, and 716; then renumbered 101-105. No. 711 was rebuilt by FdelP, renumbered 725. ●

The "HONEST ABE" Tie

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Wear this strikingly unique necktie and, when they start telling those tall hunting and fishing tales, just flash your tie in their faces. They'll get the point, all right, when they see the Stuffed Bull's Head With the Winking Eye.

And what a wonderful gift for that buddy of yours who sometimes toys so carelessly with the truth.

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Your choice of 4 popular colors:

ROYAL BLUE
GARNET RED
ANTIQUE GOLD
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NEW YORK, N Y. 10017

Please send me the following HONEST ABE TIES (@$2.00 each):
(Fill in Quantity)

_____ ROYAL BLUE
_____ GARNET RED
_____ ANTIQUE GOLD
_____ OLIVE GREEN

TOTAL ENCLOSED. $_____

Name _____
Street _____
City _____
State _____ Zip _____
(Please print)

Coming Events

Aug. 12-13: Iowa Terminal charter rail trips covering Mason City and Charles City divs. Chartered bus available from Chicago on Aug. 11; return Aug. 13. Contact Tom Kopriva, trip director, Central Electric Railfans' Assn., P.O. Box 503, Chicago, Ill. 60611.

Aug. 20: Steam, ex-CPR 1286. Lv. Easton, Pa., 9 a.m.; Bethlehem, Allentown, Jim Thorpe, Wilkes-Barre. Photo stops. Diner, combo, coaches, obs. Write High iron, Inc., 418 Catalpa Ave., North Plainfield, N.J. 07063.

Sept. 1-4: Annual NRHS Convention, Albany, N.Y., trips, yards, shops, banquet. Write Joseph D. Thompson, NRHS, 2512 McGovern Dr., Schenectady, N.Y. 12309.

Sept. 1-5: Scenic Limited from Los Angeles to narrow-gage country of old Rio Grande Southern. Contact Pacific RR. Society, P.O. Box 5279, Los Angeles, Calif. 90055.

Sept. 9: Zip Trip by New England Div. of Railroad Enthusiasts visits Warehouse Point trolley museum in Conn. Fares: adults, $11; kids, $8. Write Roland Blodgett, P.O. Box 244, Malden, Mass. 02148.

Sept. 9-10: Wanamaker, Kempton & Southern special steam runs to Kempton Pennsylvania Dutch Farm Festival. Contact The Editor of *All Aboard!*, P.O. Box 24, Kempton, Pa.

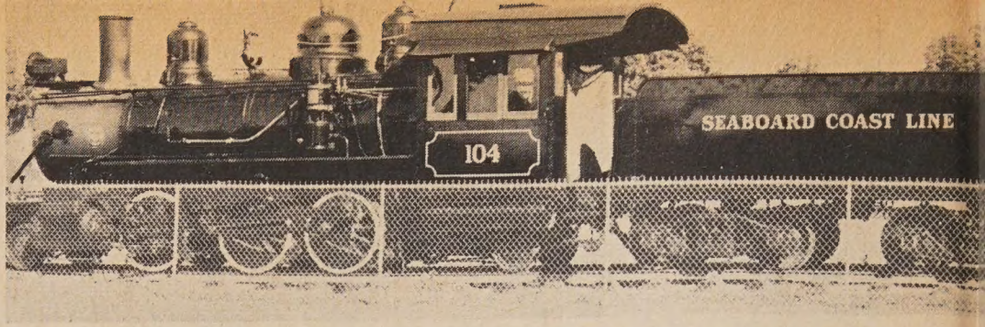
Sept. 10-13: National Transportation Show at Diplomat Hotel, Hollywood, Fla. Contact Bob Ross, Assn. Traffic Clubs, Suite 618, 400 Michigan Ave., Chicago, Ill. 60611).

Sept. 11-25: Rail tour of France and Germany; ride famous trains. Write Illini RR. Club, Box 62, Champaign, Ill. 61820.

Sept. 11-25: Rail tour of Europe, by Brotherhood of Locomotive Firemen & Enginemen and Ladies Auxiliary, 7 countries, Europe's best trains. Fare $795 up. Write Reid Travel, Inc., 21894 Lorain Road, Cleveland, Ohio. 44126.

Oct. 6-29: South American Adventure Tour, 7 countries, steam, ex-US interurban cars; escorted. Write Arthur Lloyd, 974 Pleasant Hill Road, Redwood City, Calif. 94061.

Oct. 8: Autumn Leaf rail excursion, Pittsburgh to Dubois, Pa. Return over "freight only" lines. Fares $10.75; hot lunch. $2. Contact Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.



Do coming events cast their shadows before? This 2-6-0 (Baldwin, 1920) on display at Leesburg, Florida, suggested to "prophets" the name of the new company formed months later by the merger of the Seaboard and the Atlantic Coast Line.

Lester Harlow, 5015 Cape May Ave., San Diego, Calif. 9210

Oct. 8-13: Chicago Exposition showing latest in rr. showing equipment and supplies. Write Public Relations Committee, 1967 American Ry. Progress Exposition, 816 Transportation Bldg., Washington, D.C., 20006.

Oct. 14-Nov. 5: Narrow-gage vacation in Mexico; special steam trains on United Railways of Yucatan, Coahuila & Zacatecas, and National of Mexico. Fare, about $700, incl. Pullman, some meals, hotels, special transportation, escort. Write Wally Duthie, P.O. Box 4081, San Diego, Calif. 92104.

Nov. 11-12: Inspect Union Pacific line between Los Angeles and Las Vegas. Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Daily thru Sept. 10; week-ends thru Oct. 15: Canadian Railway Museum displays over 25 restored locos and vehicles from Canada's railroads and streetcar lines. Streetcar line operated thru July and Aug. Write Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2, Que., Canada.

Sept. and Oct.: Tentative plans are drawn for steam trips thru White Mts. of New Hampshire in foliage season. Write Monadnock, Steamtown & Northern R.R., Box 71 RM, Bellows Falls, Vt. 05101.

Long Island Rail Road offers one-day tours. Write Tour Dept., LIRR, Jamaica, N.Y. 11435.

Sats. and Suns: One-day tours to Wisconsin Dells, Cave of the Mounds, or Mississippi Palisades. Fares range from $7.90 to $12.90; some incl. all extras. Write Tour Dept., Milwaukee Road, Room 275, Union Station, Chicago, Ill. 60606.

The Delta Queen (only sternwheeler in regula service) offers attractive river cruises. E. Jay Quinb at the calliope. Write Greene Line Steamers, Inc 381 Public Landing, Cincinnati, Ohio 45202, or 1 E. 40th St., New York, N.Y. 10016, for color bro chure.

New Haven Railroad offers 1-, 2-, and 3-da Fun Tours by rail of Southern New England thr Oct. Trips cover such events as Berkshire Musi Festival in Tanglewood, Mass., and a Shakespear theatre in Stratford, Conn., and such vacation spot as Block Island, Mystic seaport, Old Sturbridge Vil lage, etc. Some "package" tours. Write New Have R.R. ticket office, Grand Central Terminal, New York City 10017.

Reader Railroad ("Possum Trot Line") operate the only regularly scheduled mixed train powere by steam. Fares on year round Tues., Thurs., an Sat. runs: $4.50 for adults, $2.25 for kids. Contac the road at P.O. Box 6049, Shreveport, La. 71106

Pen Pals Wanted

Robert Pitman (21), English loco fireman, 8 Reginald Rd., Saltley, Birmingham 8, Warwickshire England.

Floyd T. Sherrill, Thor, Iowa 50591, is seeking his brother, Francis, age 54, adopted in childhood by Putnam family of Boone, Ia. Putnam, a railroader, later moved to Bay City, Mich.

Mike Luaders (18), 2220 Indiana, St. Louis, Missouri.

Mrs. Theresa Scott, 907 Summit Avenue, Union City, N.J. 07087.

Joseph M. Farley (36), Marble Hill Ave., Apt. 2B, Bronx, N.Y. 10463.

Linda Mikota (16), 2754 W. 43rd Street, Chicago, Illinois 60032.

Steve Buganski (17), 8312 Mississippi Boulevard N.W., Coon Rapids, Minnesota 55433.

Virginia Zamorano (22), 7518 Kingman Drive, El Paso, Texas 79915.

Robert Phillips (14), 2102 S. 8th Street, Tacoma, Washington.

John Gilliland (74), 140 Darnell Street, Camden, Arkansas 71701.

Rebecca Franco (16), Box 606, Wells, Nevada.

Bertha Romero (18), 7554 Adobe, El Paso, Texas 79915.

Jack Ferry (20), 10041 South Prairie Avenue, Chicago, Illinois 60628.

S. Proulx, Box 616, Englehart, Ontario, Canada.

Rev. Orville Pitts, Sr., Route 2, Box 49, Knox, Indiana.

Nita Goebel, Route 2, Box 53, Yamhill, Oregon.

Mrs. Robert S. White (29), Box 121, New Meadows, Idaho.

Gene Steven, 5662 Waterman, St. Louis, Missouri 63112.

Cynthia Wiktor, 6750 S. Tripp, Chicago, Illinois 60629.

Mrs. Henry Rose (42) and Mrs. Terry Johnston (25), RR2, Fulton, Illinois 61252.

Peggy Jane Haddenham (23), 40¼ N.. 5th Ave., Kelso, Washington 98626.

Maurine Wershiser (18), Valley Road, Route 1, Box 635, Cumberland, Maryland 21502.

Claire Wamback (19) and brother Gart (15), 6358 Vienna St., Halifax, N.S., Canada.

Joyce Birt, Box 23, Frelighsburg, Quebec, Canada.

Dorothy Borelson, Route 3, Box 31, Rapid City, South Dakota.

Mary Neslein, 422 Freeman Street, Baltimore 25, Maryland.

Anna Marie Giaele (26), and sister Connie (19), 2900 Cedar St., Philadelphia, Pa. 19134.

Connie Lear (15), RFD 3, Lincoln, Nebraska 68507.

Cecilia Montoya (15), Box 628, Wells, Nevada 89835.

Henry A. Dodson, 611 S. Clinton Avenue, Rochester, N.Y. 14620.

Mrs. Maggie Ray (51), 720 Silver Street, Lewisburg, Tennessee.

Pete Fowler (37), 524 Ellington Parkway, Lewisburg, Tennessee.

Opal Workman (48), Whitehouse, Kentucky 41269.

Ruby Ellen Hicks (23), Route 1, Box 561, Flatwoods, Kentucky.

Blanch Cales (16), Coal Branch Road, Greenup, Kentucky.

Betty Davidson, 3 Spring Street, Willard, Ohio.

Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

Miss Judith Rowe, 21, was assigned to "GO" Transit as one of a team of four Canadian girls employed in a promotion. They served as hostesses on displays of equipment, as shown below, distributed literature, and performed other duties in a transportation program administered by Ontario's Department of Highways.

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big ... in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . so mail coupon **today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY
It may put you in business

Duraclean Co. 7-709 **, Duraclean Bldg., Deerfield, Ill. 60015**

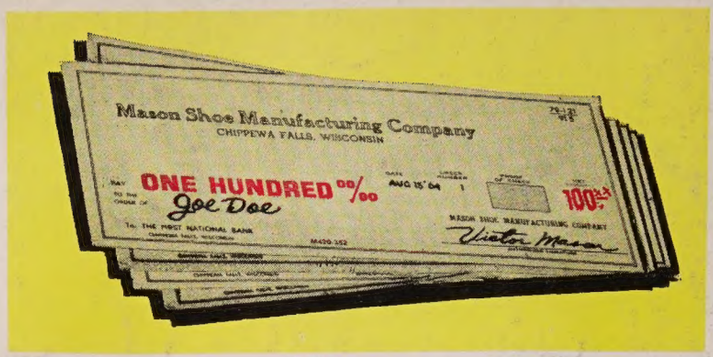
With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name_____

Address_____

City_____ State_____ Zip_____

It's easy to make up to $100.00 a week in your spare time . . . and get . . .



FREE SHOES For LIFE too!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

HOW would you like to collect a handsome "second salary" week after week and get FREE SHOES FOR LIFE, too? it's easy! Just introduce nationally-advertised Mason shoes to friends, neighbors and other people you meet.

Regardless of your age, education or experience—even if you've never sold a thing before in your life—you can make $5.00 to $10.00 an hour in your spare time as a highly respected Mason Shoe Counselor.

You don't invest a cent! Your FREE demonstration Outfit rings up the sales fast — virtually automatically!

Yes, we send you a FREE Demonstration Outfit that starts making good money for you *the very first hour!* You don't invest a penny. You carry no inventory. You have no overhead expenses. But you *do* keep 100% of your profits! Many Mason Shoe Counselors sell 2, 3, 4, even 5 pairs of shoes in one short visit to a friend's house — *it's that easy!* You, too, can earn $50.00, $75.00, $100.00 or more a week and

GET FREE SHOES FOR LIFE

That's right—you are eligible to receive FREE SHOES every six months . . . as long as you continue to send as few as 5 orders every month. These FREE shoes are an extra bonus in addition to the big cash commissions you collect on every sale. You choose any shoe in the Mason line . . . select for yourself, your wife, your children.

Greater selection than any retail store!

Mason shoes sell fast! That's because you offer 275 styles for men, women and children . . . with many *exclusive* comfort features. When it comes to fit, you draw on Mason's stock of 300,000 pairs, sizes 4 to 16, widths AAA to EEEE. And every sale means *automatic* repeat and referral business—'cause Mason shoes are NOT sold in stores. Folks must buy from YOU every time!

Get started right away!

Mail the coupon below and we'll rush the FREE Demonstration Outfit that puts money into your pocket the very first hour! Starts you on your way to a $100.00 a week extra income plus FREE SHOES FOR LIFE! Send no money now or later. Get everything FREE. No obligation. Rush the coupon TODAY!

© Mason Shoe Mfg. Co. 1964

Rush Coupon for your FREE OUTFIT!

We give you everything you need to make big cash profits from the very first hour. Mail the coupon for your FREE Outfit today!

MASON SHOE MFG. CO.
Dept. G-655
Chippewa Falls, Wisconsin

RUSH COUPON FOR YOUR FREE OUTFIT!

MASON SHOE MFG. CO., Dept. G-655
Chippewa Falls, Wisconsin

OK, show me how I can make up to $100.00 a week in spare time —and get FREE SHOES FOR LIFE! Rush me—FREE and without obligation—everything I need to start making BIG MONEY in my very first spare hour.

NAME.....
(Please print)

ADDRESS.....

CITY.....**STATE**.....**ZIP CODE**.....
(If known)